

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 public meeting across the state via WebEx on July 11, 2019, and a public hearing on August 6, 2019, to receive comments and testimony concerning the development of the 2020 UTP and the project selection process.

The 2020 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 2020 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. Projects listed that have been authorized by previous legislative action or prior actions of the commission are still approved and their inclusion in the UTP in no way modifies that prior approval. The remaining funding levels and projects listed for aviation, public transportation, rail, and state waterways and coastal waters are authorized by separate minute orders and this UTP does not supersede those prior actions.

IT IS THEREFORE ORDERED by the commission that the 2020 UTP, including the project selection process, as shown in Exhibit A, is hereby approved and supersedes the previously-approved 2019 UTP for fiscal years 2020-2028.

IT IS FURTHER ORDERED that the executive director is hereby authorized to develop the projects listed in the UTP to the level of authority indicated 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 2020 UTP.

Submitted and reviewed by:

Recommended by:

Roger A. Beall

Director, Transportation Planning and Programming Division

James M. Buss

Executive Director

115550 AUG 29 19
Minute Date
Number Passed



2020 UNIFIED TRANSPORTATION PROGRAM (UTP)





“The Unified Transportation Program (UTP) represents our commitment to improving the quality of life for all Texans. The 2020 UTP identifies planned investments totaling \$77 billion in infrastructure improvements over the next 10 years that address TxDOT’s strategic goals in the areas of safety, preservation, congestion relief, and connectivity. Consistent with direction from Governor Greg Abbott and our commitment to the Texas Clear Lanes program, we are allocating some \$28 billion of this \$77 billion to address our most critical congestion improvement needs in the state’s five major metropolitan areas and other congested areas around Texas. Together, we are solving Texas’ most pressing transportation needs.”

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

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

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TxDOT's MISSION

*Through collaboration and leadership,
we deliver a safe, reliable, and integrated
transportation system that enables the
movement of people and goods.*

Texas Transportation Commission

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



J. Bruce Bugg, Jr.
Chairman



Laura Ryan
Commissioner



Alvin New
Commissioner



Robert C. Vaughn
Commissioner

INTRODUCTION

THE UTP: A SNAPSHOT

What is the Unified Transportation Program (UTP)?

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

How the UTP Benefits Texans

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

- **Transparency**—The program provides an open dialogue with the public that seeks input, outlines how decisions are made, and annually documents results.
- **Accountability**—The UTP creates a roadmap 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.

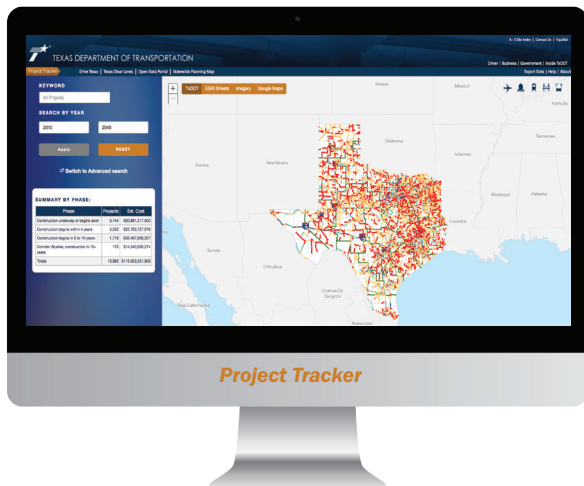
- **Establish strategic goals, performance measures, and approved targets**
- **Develop the planning cash forecast**
- **Determine the UTP funding distribution strategy**
- **Release the UTP planning targets**
- **Prioritize and select transportation projects locally**
- **Identify funding for the transportation projects**
- **Prioritize and select transportation projects at the state level**
- **Produce the UTP document and project listings**
- **Conduct UTP public meeting and public hearing**
- **Present to Texas Transportation Commission for adoption**

Where to Find Project Information

The 2020 UTP contains more than 8,200 planned transportation projects in various stages of development. To make this large amount of information easier to use, TxDOT only publishes certain projects in the document's *Project Listings* section. These projects, which address highway mobility and connectivity, are funded across UTP funding categories 2, 4, 12, and 10-Coordinated Border Infrastructure (CBI). TxDOT uses **Project Tracker**, its publicly accessible online project reporting system, to provide information about all 8,000-plus projects funded across all 12 UTP funding categories. Project Tracker gathers all available TxDOT transportation project data and provides project descriptions, as well as current data on programmed funding, construction progress, and related expenditures to the public through an interactive map.

How the UTP Works with Project Tracker

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



The UTP Document

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

UTP Governance

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

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

🔗 website URLs are found on the Resources Page

Frequently Asked Questions

UTP BACKGROUND

How does a project get included in the UTP?

The UTP encompasses all projects that TxDOT is currently developing and preparing for construction over the next 10 years. A project is considered to be “in the UTP” if it has been selected for development by TxDOT, a metropolitan planning organization (MPO), or the Texas Transportation Commission; has an expected let date in the next 10 years; and fits within the UTP’s planning targets for anticipated funding. The UTP document only lists a subset of projects (those funded through Categories 2, 4, 12, and 10-CBI) 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, pg. 20](#).

How are funding levels in the 12 UTP categories determined?

Each year, the Texas Transportation Commission sets the funding distribution strategy for the UTP in an effort to achieve statewide transportation system performance measures and approved targets. For more information, see [Determine the UTP Funding Distribution Strategy, pg. 23](#).

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 [UTP Funding, pg. 30](#), and [UTP Funding Categories, pg. 38](#).

What does the name “Unified Transportation Program” mean?

In the past, TxDOT produced separate plans for maintenance and mobility projects. The plans were combined into a single “unified” document in 2010, giving the UTP its name. Additionally, the UTP is considered a “program” of transportation improvements because it lays out a sequence of specific projects with funding amounts and development time frames.



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

UTP PUBLIC INVOLVEMENT

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

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

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

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

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

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

When does TxDOT hold public meetings and public hearings?

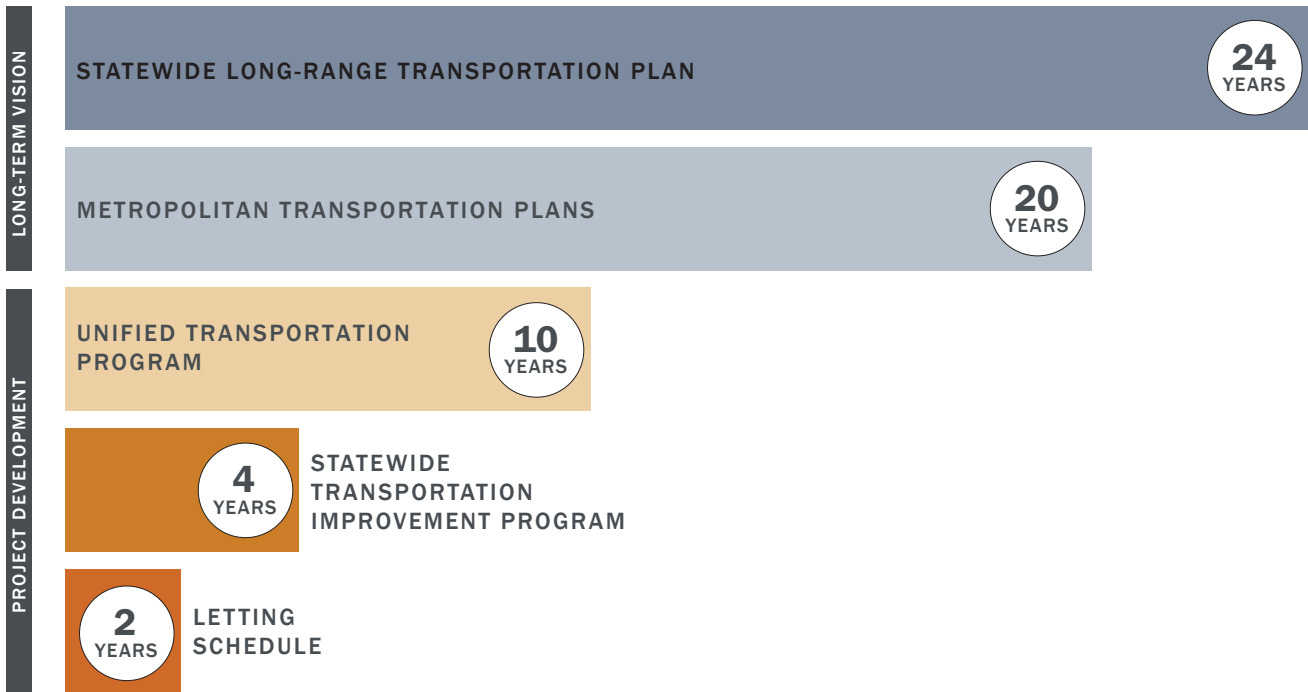
Federal and state laws require TxDOT to hold public meetings and hearings during the development and environmental review of specific transportation projects. Public meetings are held throughout the planning process, while public hearings are more formal and are held after the project location and design 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.

FIGURE 1

TxDOT Family of Planning and Programming Documents



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 approved targets to the transportation projects that will eventually be constructed. During the long-range planning process, TxDOT develops performance measures and approved 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, performance measures, and approved targets at the project level.



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 approved 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, performance measures, and approved 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.



The Statewide Long-Range Transportation Plan (SLRTP)

Planning Horizon: A minimum of 24 years

Updated: Every four years

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

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

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

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

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 approved targets of the long-range plans with specific transportation projects as they move through the development process. TxDOT's Transportation Planning and Programming Division updates the UTP annually and occasionally revises it mid-year as well.

The funding levels in the UTP are based on a forecast of transportation revenues anticipated over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on a reasonable expectation of 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.





WORKING FOR TEXANS: DON'T MESS WITH TEXAS CAMPAIGN

Thirty-two years after the Texas Department of Transportation launched its “Don’t mess with Texas” anti-litter campaign, the spirited call-to-action is still going strong. The campaign has aimed to teach Texans the real cost of littering.

In Texas each year, nearly half a billion pieces of visible litter still pile up along state-maintained highways. Seventy percent of this litter is small trash like napkins, cigarette butts and fast food wrappers. In 2015, litter cleanup efforts cost \$32 million.

The campaign goes to great lengths to keep Texas litter-free with award-winning ads, statewide road tours, education programs, and contests. Whether the message appears on a billboard, TV, or a screen, TxDOT is proud of the advertising and the impact it has had on helping reduce litter in Texas. Not only has it successfully captured the Texan spirit and garnered exposure for the campaign, it has also helped keep tons of litter off Texas roads.

For more information, visit the [Don't mess with Texas website](#).

Pictured right: Texas Transportation Commissioner Jeff Austin III

PUBLIC INVOLVEMENT

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

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

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

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





METHODS OF ENGAGING THE PUBLIC

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

Public Involvement Outside the Unified Transportation Program (UTP) Process

The Statewide Long-Range Transportation Plan (SLRTP) defines the statewide strategic goals for the state and sets performance measures and approved targets for the state. Because these goals and approved 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 ongoing development of the 2050 SLRTP, planned for adoption at the end of 2019, 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](#).

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 with one or more of the 12 UTP funding categories, further described in the *Funding* section of this document, increases with local support.

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



The UTP Public Involvement Process

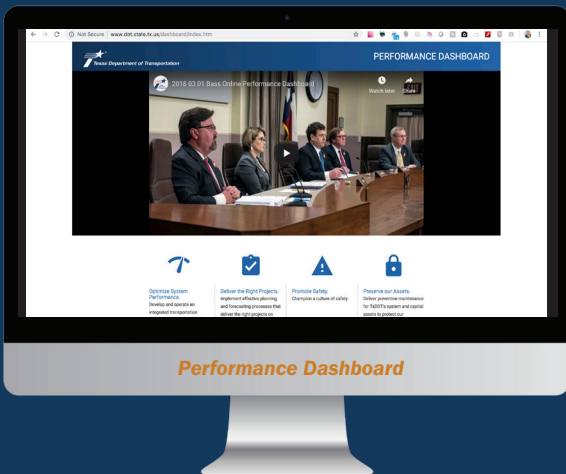
In addition to individual project workshops and public meetings, TxDOT hosts a public meeting, public comment period, and public hearing prior to presenting the UTP document for adoption by the Texas Transportation Commission. The public meeting is hosted both online and at all 25 district offices. During the public meeting, TxDOT staff brief the public on the proposed UTP funding distribution as well as proposed project funding authorizations. Following the meeting, TxDOT opens the public comment period with a public hearing notice in the *Texas Register*, a weekly publication that announces various state agency actions.

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

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

Public Information Resources

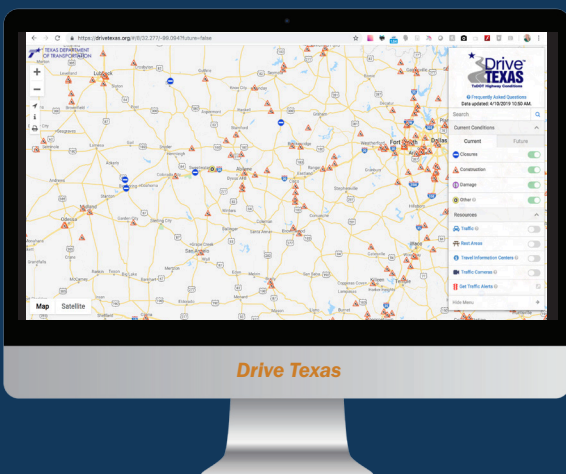
Through these tools and maps, any member of the public can check on progress and learn about TxDOT projects.



Performance Dashboard

PERFORMANCE

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



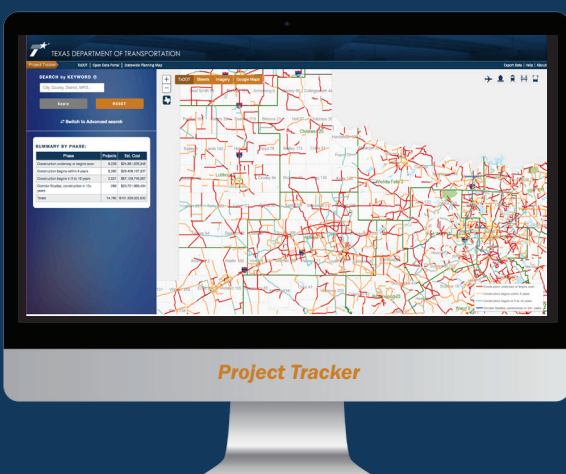
Drive Texas

PLANNING TOOLS

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

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

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



Project Tracker

PROJECTS

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

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

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

WORKING FOR TEXANS: Click It or Ticket Campaign

May 2019 marked the 17th anniversary of “Click It or Ticket,” a campaign urging Texans to buckle up. When it launched in 2002, only 76 percent of Texans used their seat belts. Today nearly 92 percent buckle up.

The National Highway Traffic Safety Administration estimates that since its inception 17 years ago, the Texas “Click It or Ticket” campaign has saved 5,473 lives, prevented more than 95,500 serious injuries, and saved Texas more than \$20.7 billion in related economic costs.

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

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

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

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

WHAT'S NEW IN THIS YEAR'S UTP

TxDOT is committed to remaining agile and working to proactively improve its business processes. As conditions change, technology advances, additional historical data is accumulated, and lessons are learned throughout the transportation industry, TxDOT updates processes, procedures, strategies, and actions. This section highlights recent improvements to the Unified Transportation Program (UTP) development process, including TxDOT's refinement of performance-based planning efforts, increased transparency in the alternative delivery program, maximization of funding opportunities, and increased transparency in scheduling for future UTPs.

Tracking Performance Alignment

TxDOT continues to improve its performance-based planning efforts, and the 2020 UTP development process incorporates those improvements.

TxDOT now uses a data-driven process every year during development of the UTP to identify areas of the transportation system that have the highest priority needs for improvement, as well as transportation projects that will best achieve statewide performance measures and approved targets. The annual UTP takes steps to improve the predicted outcomes of the state transportation system's performance based on proposed investment levels in the UTP.

During the first quarter of Fiscal Year 2019, TxDOT approved the [Statewide Long-Range Transportation Plan 2040](#). The report is published online and provides details about system performance as it relates to the goals approved by the Texas Transportation Commission in February of 2018. The report encompasses FY 2018 and outlines the methodology used to determine and forecast performance outcomes.

This methodology was used in the development of the 2019 UTP and refined for the development of the 2020 UTP. In the 2019 UTP, TxDOT incorporated statewide system performance measures and approved targets in the UTP funding distribution process for the first time. These performance measures and approved targets included traffic fatalities, pavement and bridge condition, urban congestion, and rural connectivity. TxDOT now evaluates project-specific outcomes against projections each year to help inform decisions on funding distribution within the UTP categories. The [Statewide Long-Range Transportation Plan 2040](#) is one of several reporting mechanisms used by the UTP to forecast system performance.

TxDOT and metropolitan planning organizations (MPOs) score and rank the portfolios of projects. The department continues to refine the tools it uses to evaluate the potential performance of projects with respect to several key performance areas, including safety, bridge and pavement preservation, congestion mitigation, enhanced connectivity, economic development, and protection of the environment. In addition to the projected performance scores, TxDOT evaluates prioritized system-wide needs and prioritized corridor segment needs, and considers other sensibility checks when ranking projects.

It is important to note that, within this framework, different solutions have different timelines of realized improvements to the state's transportation system. For example, a preservation- or safety-specific project will typically be completed and open to the public well before a major reconstruction or added capacity project based on development and construction schedules.

The UTP team also incorporates project-specific readiness goals so that projects are ready for construction letting when scheduled. The project-specific readiness goals and actual outcomes are reported in the *Annual Portfolio Achievement Report (APAR)*. The APAR focuses on TxDOT's goal of "Delivering the Right Projects" and emphasizes areas of portfolio management.

Employing the aforementioned performance-based measures and logistical checks helps inform decision-making and helps achieve the goal of delivering the right projects, on time and on budget.



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

Alternative Delivery Cost Transparency

Currently, in addition to the traditional design-bid-build method used for the majority of projects, TxDOT is allowed to contract up to three projects per fiscal year using the design-build (DB) method. To be eligible, a project's total anticipated cost must exceed \$150 million and meet certain non-statutory criteria that indicate the state will be likely to benefit from applying the DB delivery method. Recently, TxDOT has changed the way it lists the costs associated with DB projects in the 2020 UTP, providing the contracting community and the general public with proposed schedule and detailed data for each proposed DB project.

For a conventional project, the phases of design, contractor bidding, and construction must be completed in sequential order. In the DB process, TxDOT instead identifies a highway project to be constructed and selects a contractor team to assume the responsibility for the design and construction phases. The DB method can expedite a project's completion because greater collaboration between the designer and the contractor allows for more innovation and reduces the risk of design errors. Additionally, the design and construction phases can overlap. For instance, construction preparation can begin while the design is being finalized.

Maximizing Funding

TxDOT uses all transportation dollars available to the state through effective and efficient management of the state's federal funding apportionment. The 2020 UTP maximizes the opportunity to use federal transportation funding by providing added flexibility.

As further detailed in the *Funding* section later in the document, the UTP is organized into 12 funding categories, each one addressing a specific type of project or range of eligible activities. The funding within these categories comes from a mixture of state and federal sources, including Federal-Aid Highway Programs.

Some federal programs, such as the Surface Transportation Block Grant (STBG), flow through all 12 categories, while others, such as the Congestion Mitigation and Air Quality Improvement Program (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.

In the past, some federal programs were directly tied to specific UTP categories. However, the 2020 UTP maximizes Texas' federal transportation funding by increasing the flexibility of federal program usage across category lines. Additionally, this year the UTP includes a table in *Appendix II* that identifies which federal highway programs are associated with each of the 12 categories.

As before, this year's UTP project listings do not include development costs, such as engineering, for conventional design-bid-build projects, because those costs are funded through separate budget appropriations. However, the 2020 UTP now spells out the total project cost for DB projects, including development costs. While a DB project's construction costs may be programmed from a number of different UTP funding categories, TxDOT separately estimates and programs the development cost portion with Category 3 Design-Build funds. TxDOT transfers these designated funds into the UTP from the department's project development budget, and those funds are not eligible for any other uses.

This change increases the transparency of TxDOT's alternative delivery process because total contract cost – not just construction cost – is the basis for a DB contract. By including this information in the UTP, TxDOT aims to provide a clearer picture of future design-build projects for all stakeholders.



UTP Schedule Transparency

Based on feedback received during the adoption of the 2019 UTP, TxDOT increased the transparency of the UTP development schedule, better involving stakeholders at each phase. During the 2020 UTP development process, TxDOT staff consistently communicated with department management and the Texas Transportation Commission to meet key deadlines. To encourage an open forum during the development of each UTP, readers will now find a section in the UTP document outlining the schedule for the adoption of the 2021 UTP. This schedule highlights key dates when TxDOT will share information, funding recommendations, project listings, and public involvement activities with the Commission and the public.

The schedule below provides a month-by-month breakdown of deliverables, approvals, and meetings with the Texas Transportation Commission and the public. This schedule also provides readers with the key deadlines to help them know when to get involved based on the decisions being discussed. Schedules are always subject to change, but good schedule management provides transparency that improves public involvement and consistency.

FIGURE 2
2021 UTP Development Schedule
Looking ahead at the timeline for the next UTP



“The schedule above is subject to change. For the latest information about public involvement dates, see the UTP [Public Involvement page](#) on TxDOT.gov.

🔗 website URLs are found on the Resources Page





*Pictured above:
Texas Transportation Commissioner Alvin New*

WORKING FOR TEXANS: ENERGY SECTOR

TxDOT currently allocates \$2.1 billion to the Category 11 Energy Sector Program for Fiscal Years 2020 to 2029. This program is distributed to TxDOT districts to address specifically identified roadways impacted by traffic in the Permian Basin, Anadarko Basin, Eagle Ford, Barnett Shale, and Haynesville-Bossier energy play areas. The program focuses on roadway safety and preservation of pavement. The needs of the energy sector program exceed the funding allocated in Category 11, so districts use multiple UTP funding categories to support the projects needed in the energy sector.

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

Additionally, the Texas Transportation Commission has authorized \$365 million of a dedicated \$600 million from Category 12 Strategic Priority to fund highway improvement projects in the Permian Basin region of West Texas. As one of the world's largest oil and gas producing regions, the Permian Basin presents unique challenges for the transportation system. Increased truck traffic on the area's largely rural highways has stretched the available road capacity and driven up crash rates. The Commission has responded by targeting this strategic \$600 million investment in the region. For more information, see Category 12 table on pg. 319.

DEVELOPING THE UTP

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

The UTP encompasses all projects that TxDOT is developing and readying for construction over the next 10 years. Most projects in the 2020 UTP were originally authorized in past years and are already moving through various stages of project development. However, each year, as hundreds of projects exit the development pipeline and enter the construction phase, the UTP authorizes a number of new projects to begin development, based on the availability of additional funding in the latest forecast. It also authorizes additional funding on near-term projects to enable them to be fully funded for subsequent inclusion in the Statewide Transportation Improvement Plan (STIP).

TxDOT works closely with local transportation planning partners, including metropolitan planning organizations (MPOs), at all stages of the UTP development process, from the formation of the funding distribution strategy to the selection of specific transportation projects.

The UTP development process takes both a “top-down” and a “bottom-up” approach. From the top, the Texas Transportation Commission distributes the available UTP funding into 12 categories that address specific project types. In this step, the Commission sets broad investment levels for the UTP in an effort to achieve statewide performance measures and approved 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.



Performance-Based Planning and Programming

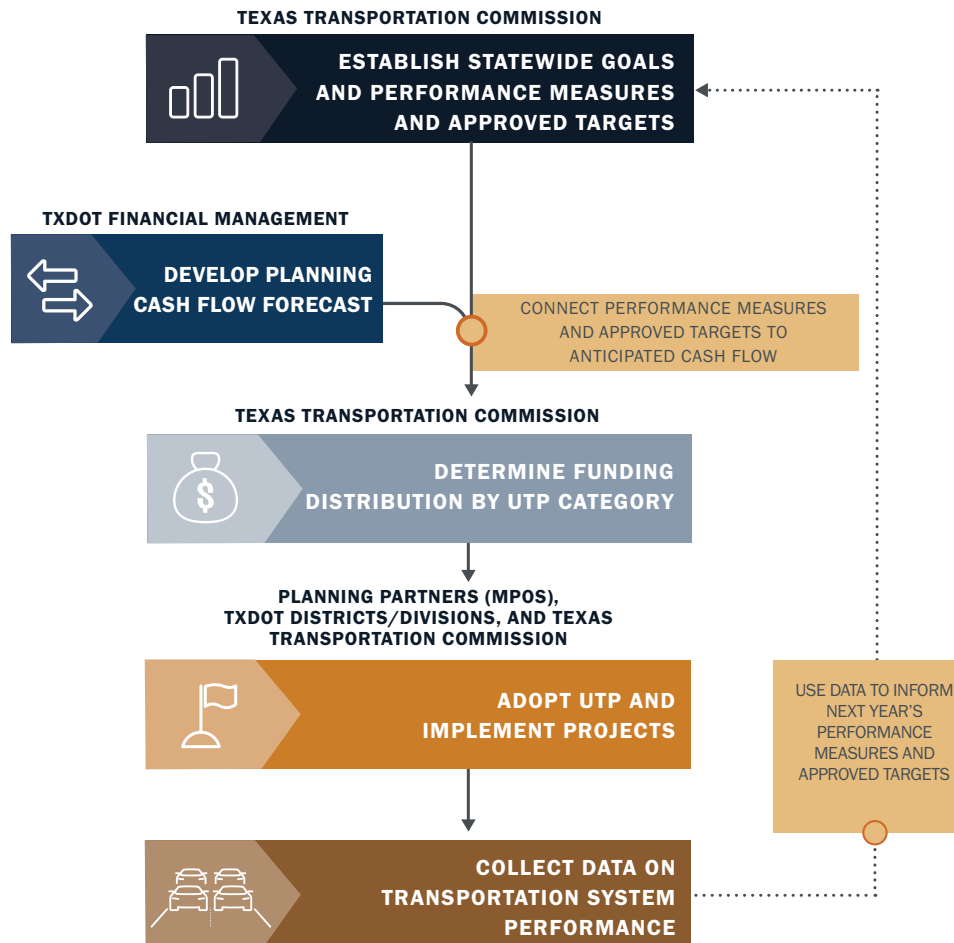
In the transportation sector, performance-based planning and programming can be understood as the practice of using data to inform decision-making about investment in the transportation system. Performance-based planning and programming provides a link between the state’s transportation strategy and 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, pavement quality scores, and more. Performance-based planning and programming helps 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, such as 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. 38](#).

FIGURE 3
The UTP Development Process



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

UTP Development Steps

STEP 1: Establish Strategic Goals, Performance Measures, and Approved 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 approved targets to achieve these goals (see Fig. 4). As the foundation of the UTP development process, these goals, performance measures, and approved targets drive all subsequent funding distribution and project selection in the UTP.

STEP 2: Develop the Planning Cash Forecast

Another foundational element of the UTP is the planning cash forecast, which determines how much money is available for the 10-year UTP planning period. Each year, TxDOT's Financial Management Division estimates the revenue expected to be available to TxDOT for transportation project construction over the next 10 years. These revenues come primarily from a mix of state funds appropriated by the Texas Legislature (including state motor fuels taxes, sales taxes, and vehicle registration fees) and federal highway funds appropriated by Congress. While the forecast 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, such as the state's motor fuel tax, generally follow a stable trend line from year to year. However, some newer sources, such as oil and gas drilling taxes under Texas Proposition 1, are more susceptible to fluctuations in the economy or the state budget.

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

For more information, see *Funding*, pg. 30

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

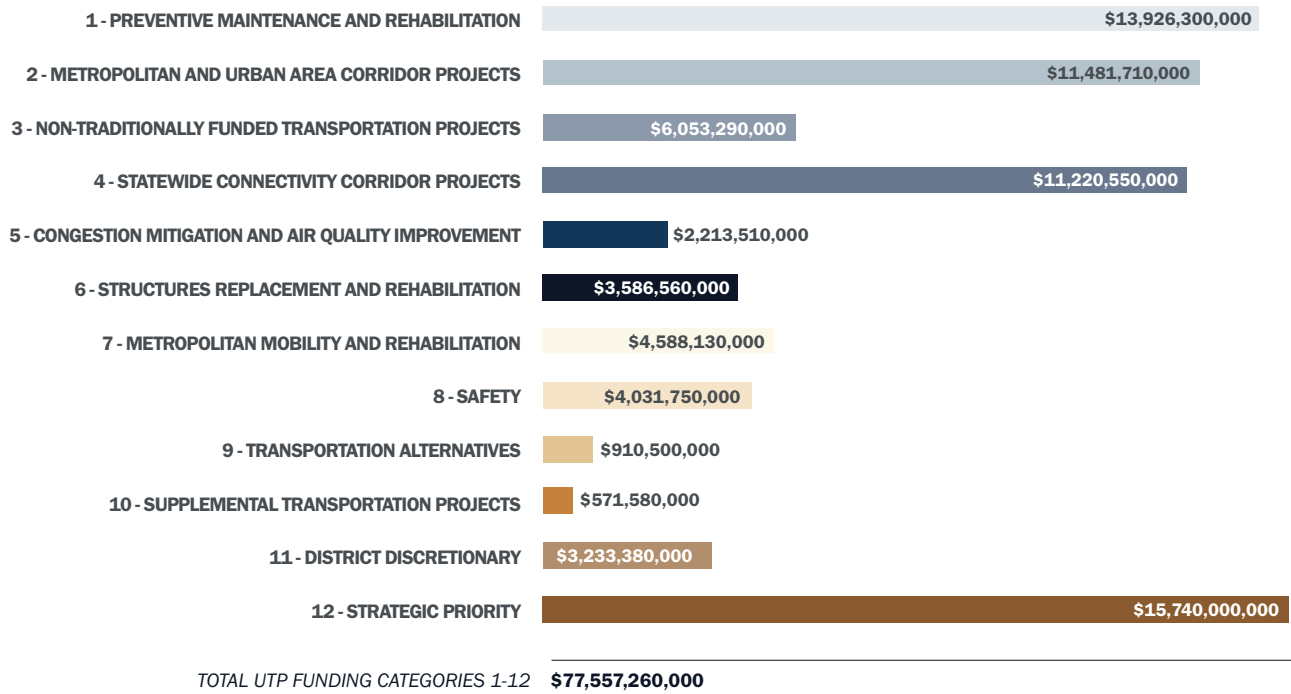
FIGURE 4

Performance Measures and Approved Targets for the Transportation System

STRATEGIC PLAN GOAL	PERFORMANCE VISION	PERFORMANCE MEASURES	2028 TARGET
 PROMOTE SAFETY	Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education	SAFETY: FATALITIES/YR	3,708
		SAFETY: FATALITY RATE	1.16
 PRESERVE OUR ASSETS	Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement	PRESERVATION: PAVEMENT CONDITION	90%
		PRESERVATION: STATEWIDE BRIDGE CONDITION SCORE	90%
 OPTIMIZE SYSTEM PERFORMANCE	Enhance mobility, reliability, connectivity, and mitigate congestion through targeted infrastructure and operational improvements	CONGESTION: URBAN CONGESTION	1.20
		INDEX CONNECTIVITY: RURAL RELIABILITY INDEX	1.12



FIGURE 5
2020 UTP Funding Distribution by Category



STEP 3: Determine the UTP Funding Distribution Strategy

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 approved targets laid out in Step 1, the Commission determines the dollar amounts needed in each UTP category to best achieve those approved 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 approved targets are not isolated from one another, and a single project may address several of them simultaneously (see [Table 1](#), next page).

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

TxDOT estimates the effects of each scenario toward achieving the transportation system’s approved targets. Given funding constraints, it may not be possible to fully attain all six approved targets within a single UTP. As a result, the funding distribution strategy may change from year to year to focus on different needs or address changing conditions in the field. Ultimately, the Commission weighs the options and selects the distribution strategy that will provide a balance of estimated outcomes.

For the 2020 UTP, the Commission selected a distribution strategy consistent with the investments of the previous UTP. The decision to maintain current investment levels was made because programs and projects with previously identified categorical funding require several years to develop and construct. Maintaining consistent funding levels allows TxDOT to deliver these projects, measure their impact on system performance, and further evaluate the distribution strategy’s effectiveness at achieving the approved targets and realizing the three strategic goals.

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

TABLE 1

Connecting UTP Funding Categories to Strategic Goals

The tables below list the most common project types funded through each category in the 2020 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.

		STRATEGIC GOALS			
		% OF PROGRAMMED FUNDS	PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
CATEGORY 1 - PREVENTIVE MAINTENANCE AND REHABILITATION					
Roadway resurfacing	43%	●	●		
Roadway rehabilitation and restoration	40%	●	●		
Added passing lanes (Super 2)	5%	●		●	
Signals, lighting, signs, striping, etc.	4%	●			
All other project types	8%				
CATEGORY 2 - METROPOLITAN AND URBAN CORRIDORS					
Road widening (freeway or non-freeway)	70%	●	●	●	
Interchange improvements	13%	●		●	
Roadway operational improvements	6%	●		●	
Roadway resurfacing or rehabilitation	6%	●	●		
All other project types	5%				
CATEGORY 4 - CONNECTIVITY CORRIDORS					
Road widening (freeway or non-freeway)	66%	●	●	●	
Interchange improvements	15%	●		●	
New-location roadway	7%			●	
Roadway operational improvements	5%	●		●	
Added passing lanes (Super 2)	4%	●		●	
All other project types	3%				
CATEGORY 5 - CONGESTION MITIGATION AND AIR QUALITY					
Intersection or interchange improvements	49%	●		●	
Local transit, commute alternatives	18%			●	
Bike and pedestrian infrastructure	17%	●		●	
Traffic management technology	8%	●		●	
HOV/Managed lanes	5%			●	
All other project types	3%				
CATEGORY 6 - STRUCTURES (BRIDGE)					
Bridge structure replacement	84%	●	●	●	
Bridge repair or maintenance	8%	●	●		
Bridge rehabilitation or widening	5%	●	●	●	
Road widening (freeway or non-freeway)	2%	●	●	●	
CATEGORY 7 - METROPOLITAN MOBILITY AND REHABILITATION					
Road widening (freeway or non-freeway)	53%	●	●	●	
New-location roadway	11%			●	
Roadway resurfacing or rehabilitation	8%	●	●		
Interchange improvements	7%	●		●	
Local transit, commute alternatives	7%			●	
All other project types	14%				
CATEGORY 8 - SAFETY					
Medians, shoulders, pavement width	29%	●		●	
Signals, lighting, signs, etc.	24%	●			
Guard rails and safety grates	22%	●			
Rumble strips and pavement markings	13%	●			
Grade separations and rail crossings	13%	●		●	
CATEGORY 9 - TRANSPORTATION ALTERNATIVES					
Bike and pedestrian infrastructure	85%	●		●	
Safety rest areas	12%	●			
All other project types	2%				
CATEGORY 10 - SUPPLEMENTAL TRANSPORTATION PROGRAMS					
Border highway infrastructure	24%	●	●	●	
State park road maintenance	17%			●	
Emergency repairs	15%	●	●		
Bike and pedestrian infrastructure	13%	●		●	
Ferry boats and facilities	8%			●	
All other project types	24%				
CATEGORY 11 - DISTRICT DISCRETIONARY					
Roadway resurfacing or rehabilitation	59%	●	●		
Added passing lanes (super 2)	15%	●		●	
Road widening (non-freeway)	10%	●	●	●	
Roadway operational improvements	7%	●		●	
All other project types	10%				
CATEGORY 12 - STRATEGIC PRIORITY					
Road widening (freeway or non-freeway)	76%	●	●	●	
Interchange improvements	13%	●		●	
New-location roadway	6%			●	
All other project types	5%				

●	PRIMARY GOAL ADDRESSED
●	SECONDARY GOAL ADDRESSED

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 such as 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 and Select Transportation Projects Locally

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 sector traffic. Accordingly, TxDOT districts and MPOs customize their own metrics for identifying the most important transportation projects in their respective regions (to learn more about each district, see [Mobility and Connectivity Project Listings, pg. 46](#)). However, all evaluation criteria must align with statewide strategic goals, performance measures, and approved 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 impact on highway safety, preservation, congestion, and connectivity, as well as its economic and environmental effects. TxDOT uses this data-driven approach to select the right projects, based on performance scores and expected return on investment.

Once the districts and MPOs have identified their highest priority projects, the projects must be authorized by the Texas Transportation Commission as part of the UTP before project development can begin. Such activities include detailed planning, engineering design, environmental analysis, public involvement, compliance and permitting, right-of-way acquisition, and coordination of necessary utilities adjustments.

STEP 6: Identify Funding for the Transportation Projects

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.

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

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 districts enter project descriptions, scope, and programming information into an agency-wide information system. TxDOT headquarters staff download this data centrally to compile a statewide listing of existing projects in the previous year's UTP and evaluate new projects proposed by districts or MPOs for Texas Transportation Commission authorization into the new UTP.

The Commission must authorize all proposed programming of funds from Categories 2, 4, 12, and 10-CBI, as required by Texas Administrative Code. This authorization occurs through the annual UTP adoption.

STEP 7: Prioritize and Select Transportation Projects at the State Level

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 (Categories 4 -Regional and 12), 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 approved 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 the UTP Document and Project Listing

TxDOT's TPP Division produces the draft UTP document, which lists the projects funded through categories 2, 4, 12, and 10-CBI – 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, 12, and 10-CBI) can be found on [Project Tracker](#), TxDOT's online project reporting system.

Project Evaluation, Scoring, and Prioritization

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, including project costs, scheduling concerns, and public input, when making final decisions.

STATEWIDE

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

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

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

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

FIGURE 6
Project Selection Methodology



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: Texas Transportation Commission Adopts the UTP

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 include 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 approved targets in the next SLRTP or the funding distribution strategy in the next UTP.

Each year, TxDOT uses a continuous improvement process to identify the best projects to further improve the Texas transportation system and meet the future needs of the state.

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 more than 8,000 projects is large and dynamic. Cost estimates, schedules, and development risks may change for a number of projects throughout the year.

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

ADVANCING A PROJECT THROUGH THE UTP

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

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

Plan Authority (Outside the UTP)

Plan Authority is the holding area for proposed future projects. At this stage, a project is likely only a rough concept, and no funds may be expended to develop the project other than the completion of feasibility studies. Many projects in Plan Authority will eventually enter

the UTP development pipeline and be authorized for expenditures. Other proposed projects may be reconsidered or eliminated based on changing priorities.

Develop Authority (UTP Years 5-10)

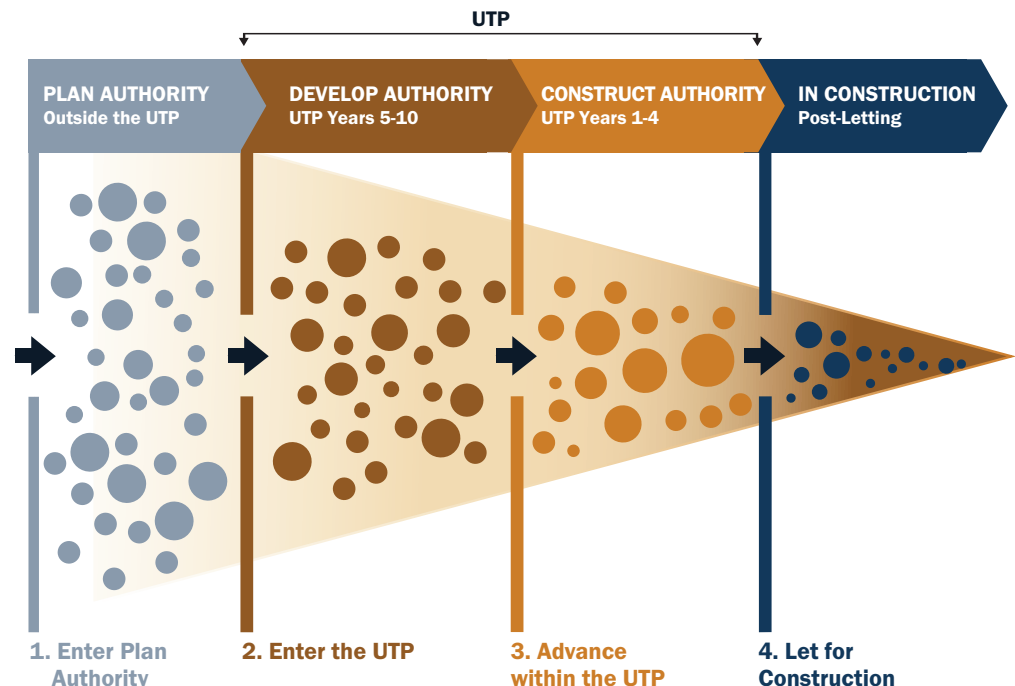
Projects in Develop Authority are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. To advance into Develop Authority, a project must rank highly among other potential projects at the regional level, and the project’s estimated construction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

Construct Authority (UTP Years 1-4)

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

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

FIGURE 7
A Project's Path through the UTP





Pictured left: Texas Transportation Commissioner Laura Ryan

WORKING FOR TEXANS: END THE STREAK CAMPAIGN

Since Nov. 7, 2000, at least one person has died on Texas roadways every single day. In an effort to end this deadly 18-year milestone, TxDOT, through its #EndTheStreakTX campaign, reminds drivers it is a shared responsibility among roadway users and engineers 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 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 drive slower when weather conditions warrant.

UTP FUNDING

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



CASH FORECAST

Monthly Cash Forecast

TxDOT's Financial Management Division produces a monthly cash forecast, which provides a year-to-date analysis of how much money TxDOT has expended and expects to be available in the future. The forecast tabulates the department's revenues and expenditures, both past and future, as well as the monthly ending balances for the various funding sources appropriated to TxDOT. The department regularly monitors cash flow and may make adjustments to planned outlays as needed. This cash management process helps TxDOT maximize the use of available funds to cover ongoing operational and construction expenses. The cash forecast also guides 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, and other factors. Additionally, estimates take into account developments in Washington, D.C., regarding federal transportation funding.

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

Planning Cash Forecast

In September of each year, the Financial Management Division produces the planning cash forecast, which estimates cash flow over the next 20 years. The projected revenue in the first 10 years of this forecast forms the foundation of the UTP, 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 Financial Management Division balances the risk of unpredictable cash flow with the need to realistically prepare for future funding. While the more conservative baseline cash forecast accounts for funding sources that are relatively predetermined, the planning cash forecast incorporates additional assumptions that allow TxDOT to plan for less-

predictable funding sources and to be prepared if eventual funding levels exceed the baseline projections. However, the planning forecast, like the UTP, does not guarantee funding for any particular project.

Forecast Assumptions

Traditional State Highway Fund

For the 2020 UTP, the planning cash forecast incorporates recent historical trends and anticipated future growth rates to project revenues from the state motor fuels tax, vehicle registration fees, and other traditional State Highway Fund sources. The state motor fuels tax, which is the largest revenue source for the State Highway Fund, is relatively predictable compared to other funding streams, as it tracks closely with state population and economic growth.

Proposition 1

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

For the planning cash forecast, Proposition 1 transfer projections for FY 2020 were based on the Texas Comptroller's latest Certification Revenue Estimate. Transfer projections for later years were based on a hypothetical 10-year historical average assuming Proposition 1 had been in place for all of the previous 10 years. This resulted in an allocation of approximately \$700 million per year from Proposition 1 for FY 2022-2029. The last transfer of Proposition 1 is set to occur in FY 2025, when the law will expire if the legislature does not extend it. The planning cash forecast, however, assumes continued transfers beyond FY 2025 to plan for projects if funding is extended.

Factors potentially affecting future Proposition 1 funding levels include annual fluctuations in oil and gas production activity and the requirement that a minimum balance for the state's Rainy Day Fund be established by a joint House and Senate committee 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 Rainy Day Fund minimum balance being maintained.

Proposition 7

Proposition 7 is a constitutional amendment passed by Texas voters in 2015 that dedicates a portion of the state's general sales tax and motor vehicle sales tax revenues to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. Once statewide collections exceed \$28 billion, up to \$2.5 billion from the general sales tax is transferred to the State Highway Fund each year. Beginning in FY 2020, a portion of the motor vehicle sales tax will be transferred to the State Highway Fund once statewide collections from that tax exceed \$5 billion.



Based on the Texas Comptroller’s latest estimate, TxDOT’s planning cash forecast projects an average of \$2.7 billion per fiscal year in allocations from Proposition 7 through FY 2029.

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 2017, the Legislature exercised the latter option and approximately \$613 million from Proposition 7 was expended to pay bond debt service in FY 2018-2019, an amount which would otherwise have been allocated to highway project development and construction.

TABLE 2

Transportation Development Credit Balances

as of June 18, 2019

Account	Account Balance
Capital Area Metropolitan Planning Organization	789,936,151
Houston-Galveston Area Council of Governments	1,024,639,945
North Central Texas Council of Governments	829,162,723
Statewide	513,280,400
Public Transit	15,000,000
TOTAL	3,172,019,219

Federal Funds

In TxDOT’s latest planning cash forecast, federal reimbursement estimates were based on provisions of the federal transportation authorization bill, known as the Fixing America’s Surface Transportation (FAST) Act, as well as updated projections for federal motor fuels tax collections. The FAST Act expires at the end of FY 2020, but for planning purposes the forecast assumes that federal funding will continue through FY 2029 at similar levels.

Expenditures

Because many highway construction projects require incremental reimbursements to contractors over multiple years, the payout schedules of individual projects directly affect the cash forecast’s estimate of future expenditures. For the 2020 UTP planning cash forecast, payout schedules were updated for active projects, including pass-through finance, existing design-build, comprehensive development agreement, and toll equity projects.

Transportation Development Credits (TDCs)

Transportation Development Credits, also known as toll credits, allow states to substitute previous toll-financed investments for state matching funds on current Federal-Aid projects. The credits are earned when the state, a toll authority, or a private entity funds a transportation project with toll revenues earned on existing toll facilities. By using TDCs to substitute for the required state or local share on a new federally funded project, the federal share can effectively be increased to 100 percent.

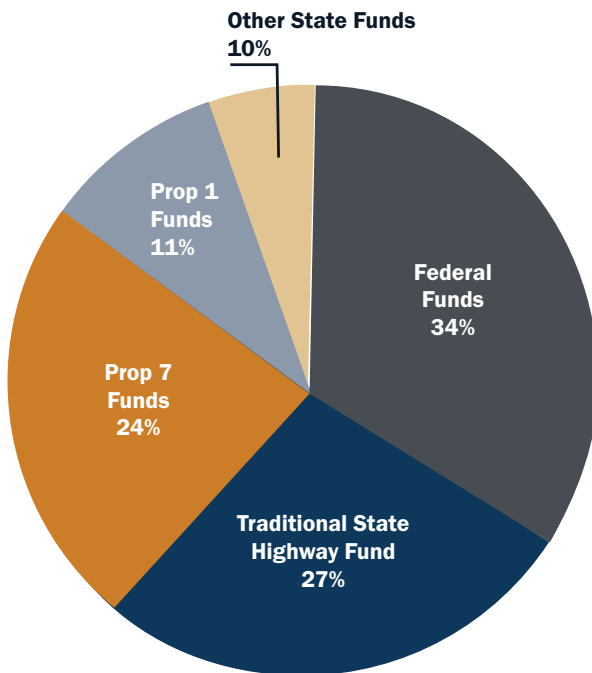
The Complexity of Transportation Funding

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.

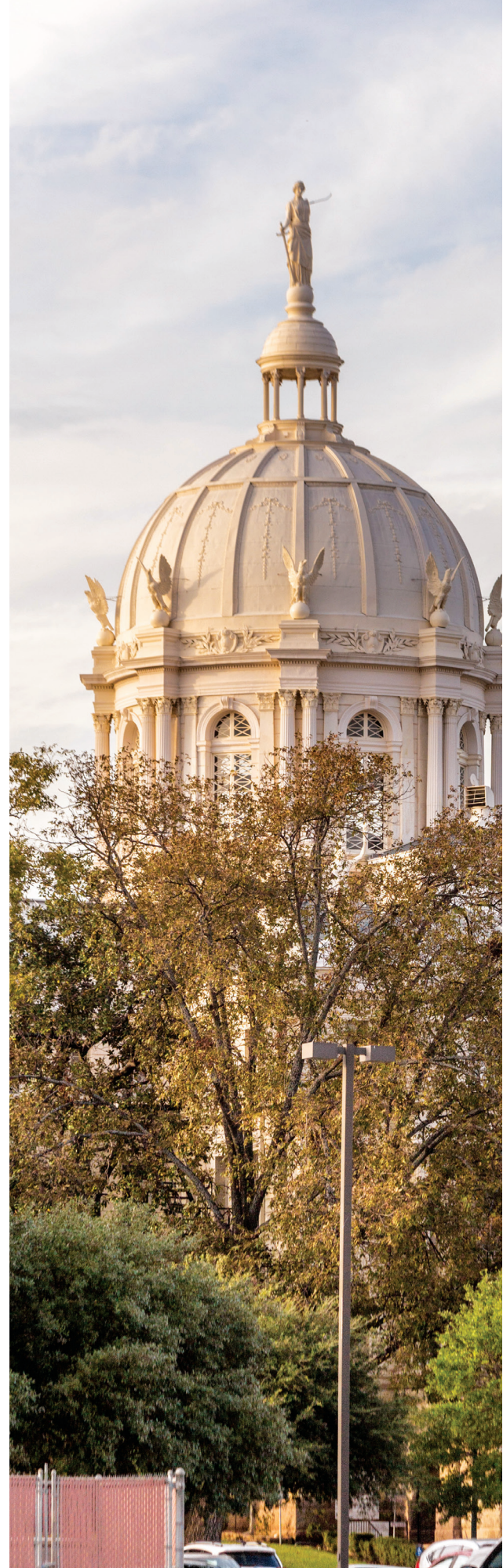
For decades, state and federal fuel tax revenues were sufficient to pay for the state highway system. However, over time, the rates on these taxes remained unchanged while Texas' population continued to boom. In the mid-2000s, as the state's transportation needs began to outpace its financial resources, 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. 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 2020-2021



*Based on FY 2020-21 Legislative Appropriations Request



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% federal, 20% 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 are also held in State Highway Fund subaccounts, including previously issued state transportation

bond proceeds, 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.

Funding Sources in UTP Categories

The UTP is organized into 12 funding categories, each one addressing a specific type of project or range of eligible activities. The funding within most categories comes from a mixture of state and federal sources (Figure 9). The UTP does not separate state funding sources into distinct categories. Rather, traditional State Highway Fund revenues and Proposition 1 and 7 funds are spread across all state-funded categories. Some federal programs, such as the Surface Transportation Block Grant (STBG), flow through nearly all categories, while other narrower programs, such as 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.

FIGURE 9

TxDOT Funding Sources by UTP Category

FUND DEFINITIONS

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

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

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

FEDERAL FUNDS	STATE FUNDS	OTHER STATE & LOCAL FUNDS
●	●	○
●	●	○
○	●	●
●	●	○
●	○	○
●	●	○
●	○	○
●	●	○
●	○	○
●	●	○
●	●	○

OCTOBER 2018

TxDOT Planning Cash Forecast – 2020 UTP

	FY 2020 Forecast	FY 2021 Forecast	FY 2022 Forecast	FY 2023 Forecast
Traditional SHF (1)	3,882,389,732	3,746,008,179	3,448,319,706	3,662,014,783
SH 121 Toll (Dallas-Fort Worth)	41,100,000	9,019,204	-	10,370,168
SH 161 Toll (Dallas-Fort Worth)	12,000,000	-	-	-
Proposition 1 (2)	775,399,000	700,000,000	800,000,000	580,000,000
Proposition 7 (3)	3,453,268,339	1,499,655,281	1,527,109,429	3,855,673,465
TOTAL LETTING	8,164,157,071	5,954,682,664	5,775,429,135	8,108,058,416
<i>Additional allocations (ROW/ENG transfers) (4)</i>	388,317,922	364,923,628	220,110,609	130,700,000

For the purposes of this planning forecast:

(1) Includes estimated federal redistribution of \$500 million in FY2020 and \$250 million in FY2021. For FY2021 - FY2029, 77.5% of estimated federal obligation authority is shown as letting (22.5% Project Development).

(2) \$600 million of Proposition 1 FY2020 projected lettings were accelerated to FY 2018. 80% of assumed Prop 1 revenue (based on oil & gas production taxes collected) is shown in Proposition 1 during FY2021 - FY2029. The last transfer of Proposition 1 will be in FY2025 without further legislative action, but estimated transfers are continued for planning forecast purposes.

(3) Reductions for Proposition 12 debt service for FY2018 - FY2019 are outside of this 10-year timeframe.

(4) Anticipated right of way (ROW) & engineering transfers needed for future development costs of design-build projects.

The amounts above represent annual lettings for projects. Actual cash expenditures are made during the year of letting and future years until the projects are completed. Those expenditure projections are not included on this page.

FY 2024 Forecast	FY 2025 Forecast	FY 2026 Forecast	FY 2027 Forecast	FY 2028 Forecast	FY 2029 Forecast
3,730,182,037	3,794,708,889	3,853,532,002	3,874,131,554	3,910,284,521	3,958,497,254
-	-	-	-	-	-
-	-	-	-	-	-
460,000,000	360,000,000	700,000,000	700,000,000	700,000,000	700,000,000
2,585,376,002	2,140,921,169	3,222,720,954	3,041,139,447	2,690,863,326	3,151,948,662
6,775,558,039	6,295,630,068	7,776,252,956	7,615,271,001	7,301,147,847	7,810,445,916
98,900,000	91,700,000	76,100,000	43,200,000	9,400,000	



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*Pictured above:
Texas Transportation Commission Chairman J. Bruce Bugg, Jr.*

WORKING FOR TEXANS: TEXAS CLEAR LANES

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

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

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

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.



2020 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY

1 Preventive Maintenance and Rehabilitation

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

FUNDING CATEGORY

**2
Metropolitan and Urban Area Corridor Projects**

Description

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

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

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

Allocation or Distribution

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

Category 2 Metropolitan (2M)

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

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

Category 2 Urban (2U)

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

Distribution Formula:

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

Project Selection Guidelines

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

FUNDING CATEGORY

**3
Non-Traditionally Funded Transportation Projects**

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding.

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

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

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

FUNDING CATEGORY

4
Statewide Connectivity Corridor Projects

Description

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

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

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

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

Allocation or Distribution

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

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

Project Selection Guidelines

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

FUNDING CATEGORY

5
Congestion Mitigation and Air Quality Improvement

Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

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

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

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

FUNDING CATEGORY

6
Structures Replacement and Rehabilitation (Bridge)

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

Highway Bridge Program

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

Railroad Grade Separation

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.

Bridge Maintenance and Improvement Program

For rehabilitation of eligible bridges on the state highway system.

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

TxDOT’s Bridge Division

selects projects using a performance-based prioritization process.

Highway Bridge projects are ranked first by deficiency categorization (e.g., structurally deficient) and then by sufficiency ratings.

Railroad Grade Separation projects 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.

Projects in the **BMIP** are selected statewide based on identified bridge maintenance/improvement needs.

FUNDING CATEGORY

7
Metropolitan Mobility and Rehabilitation

FUNDING CATEGORY

8
Safety

FUNDING CATEGORY

9
Transportation Alternatives Set-Aside Program

CONT. ON NEXT PG

Description	Allocation or Distribution	Project Selection Guidelines
<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>
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include new medians and shoulders; signals, lighting and signs; guard rails; and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Safety-related projects on and off the state highway system. High Risk Rural Roads projects previously authorized remain in Category 8. Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under Category 9.</p> <p>Safety Bond Program Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis.</p> <p>Systemic Widening Program Roadway widening projects on the state highway system.</p> <p>Federal Railway Set-Aside Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings.</p> <p>Road to Zero (RTZ) 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>TxDOT's Traffic Safety Division evaluates, ranks, and selects projects using federally mandated safety indices.</p> <p>Highway Safety Improvement Program Projects are evaluated using three years of crash data and ranked by safety improvement index.</p> <p>Safety Bond Program Projects are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project.</p> <p>Systemic Widening Program Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Federal Railway Set-Aside Projects are evaluated using the railroad crossing index</p> <p>Road to Zero Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <ul style="list-style-type: none"> • Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. • Construction of infrastructure-related projects that provide safe routes for non-drivers. 	<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.</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. The Texas Transportation</p>

FUNDING CATEGORY

9
Transportation Alternatives Set-Aside Program

Description

- Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users.
- Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school.

Allocation or Distribution

Project Selection Guidelines

Commission selects projects for funding under a TxDOT-administered call for projects.

Statewide TAP Flex projects are also selected by the Commission.

All projects are selected using a performance-based prioritization process that assesses local transportation needs, including bicycle and pedestrian access.

FUNDING CATEGORY

10
Supplemental Transportation Programs

Category 10 addresses a variety of transportation improvements through the following sub-programs:

- Coordinated Border Infrastructure (CBI)**
Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.
- Supplemental Transportation Projects (Federal)**
Federal discretionary and congressional high-priority projects.
- Federal Lands Access Program (FLAP)**
Addresses transportation facilities that are located on, are adjacent to, or provide access to federal lands.
- Texas Parks and Wildlife Department (TPWD)**
Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.
- Green Ribbon Program**
Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.
- Americans with Disabilities Act (ADA)**
Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.
- Landscape Incentive Awards**
Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Replanking Program**
Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).
- Railroad Signal Maintenance Program**
Financial contributions to each railroad company in the state for signal maintenance.

Coordinated Border Infrastructure:
Allocation to TxDOT districts on the Mexico border using the following formula:

- 20% incoming commercial trucks
- 30% incoming personal motor vehicles and buses
- 25% weight of incoming cargo by commercial trucks
- 25% number of land border ports of entry

Supplemental Transportation Projects (Federal)
Directed by federal legislation

Federal Lands Access Program
Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.

Green Ribbon Program
Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.

Americans with Disabilities Act (ADA)
Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.

Landscape Incentive Awards
Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program

Railroad Grade Crossing and Replanking Program
Condition of crossing's riding surface and benefit to cost per vehicle using crossing.

Railroad Signal Maintenance Program
Based on number of crossings and type of automatic devices present at each.

CBI projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.

The Texas Parks and Wildlife Department (**TPWD**) selects State Park Roads projects in coordination with TxDOT districts.

Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.

ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.

Landscape Incentive Awards are managed by the TxDOT Design Division.

The TxDOT Rail Division in coordination with TxDOT districts selects **Railroad Grade Crossing Replanking** and **Railroad Signal Maintenance** projects.

All projects are selected using a performance-based prioritization process.

**FUNDING
CATEGORY**

**11
District
Discretionary**

Description

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).

District Discretionary

Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.

Energy Sector

Safety and maintenance work on state highways impacted by the energy sector.

Border Infrastructure

Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.

**Allocation
or Distribution**

District Discretionary

Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:

- 70% on-system vehicle miles traveled
- 20% on-system lane miles
- 10% annual truck vehicle miles traveled

The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.

Energy Sector

Allocation formula based on the following weighted factors:

- 40% three-year average pavement condition score
- 25% oil and gas production taxes collected
- 25% number of well completions
- 10% volume of oil and gas waste injected

Border Infrastructure

Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry — Pharr, Laredo, and El Paso Districts.

See note at end of section.

**Project Selection
Guidelines**

TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. Rider 11(b): Selected by the Commission. Project selection criteria include, but are not limited to:

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

**FUNDING
CATEGORY**

**12
Strategic
Priority**

Category 12 addresses projects with specific importance to the state, including those that improve:

- Congestion and connectivity
- Economic opportunity
- Energy sector access
- Border and port connectivity
- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- The ability to respond to both man-made and natural emergencies

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

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.

Texas Clear Lanes

This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).

The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.

Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.



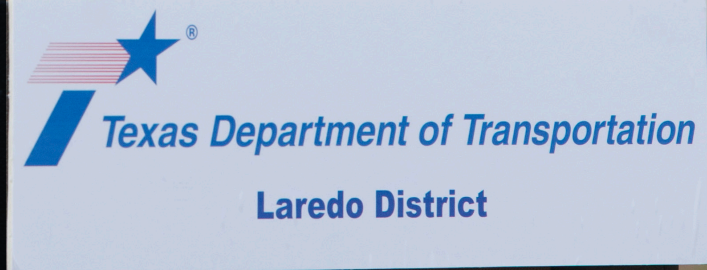
WORKING FOR TEXANS: Statewide Connectivity and Safety

Rural highways connect Texas communities of all sizes, driving economic activity and providing safe routes for travelers to get between cities. These statewide corridors are essential for freight transportation and international trade as they connect to the state's manufacturing centers, seaports, and border crossings.

In recent years, TxDOT has upgraded many miles of rural roadway to improve the reliability and safety of the state's transportation network. Along the route of the future I-69, which stretches across Texas from Mexico to Louisiana, nearly 100 miles of existing highway have been upgraded to interstate standards. When complete, the I-69 system in Texas will be approximately 1,100 miles long.

Elsewhere, TxDOT is actively working to widen key rural highways, such as US 69, US 79, and US 87, from two lanes to four lanes or add passing lanes. The additional capacity improves traffic flow and provides opportunities for drivers to safely pass slower vehicles. State and U.S. highways in rural areas provide alternate routes to congested interstates, as well as vital freight linkages and hurricane evacuation routes.

Pictured above: Texas Transportation Commissioner Jeff Austin III



MOBILITY AND CONNECTIVITY PROJECT LISTINGS

The 2020 Unified Transportation Program (UTP) contains more than 8,000 planned transportation projects in various stages of development. To make this large amount of information easier to use, TxDOT only publishes a subset of projects in the UTP document. These projects, which address highway mobility and connectivity, are funded across UTP funding categories 2, 4, 12, and 10-Coordinated Border Infrastructure (CBI). These projects are under development to relieve congestion and improve connectivity. Some will add lanes to increase roadway capacity, while others will improve roadway operations within the existing lane configurations.

TxDOT uses [Project Tracker](#), its online project reporting system, to provide information about all 8,000-plus projects funded across all 12 UTP funding categories (see Figure 10, pg 48). 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, 12, and 10-CBI.



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

Project Listing Structure

Below is a sample of the project listings found on the following pages. Projects are grouped by district and county, then listed by highway number. Some features of the individual listings are highlighted below:

Beaumont District | Orange County

Individual Projects

IH 10	CSJ (Project ID): 0028-14-091		Programmed Construction Funding	
Project: IH 10 - Widen Freeway - Orange	Control section job number	Expected date range of construction bidding	Programmed funding categories	UTP authorized funding amount
Limits From: 0.54 MILES EAST OF FM 3247			Category	Amount
Limits To: SABINE RIVER BRIDGE	Est. Let Date: FY 2020-2023 (Construct)		2 URBAN CORRIDOR	\$31,670,000
Description: WIDEN EXISTING MAINLANES FROM 4 TO 6 LANES	UTP Action: No Funding Change		12 STRATEGIC PRIORITY	\$18,400,000
	Est Const. Cost: \$50,070,000		Total	\$50,070,000
	Toll: No			
	Ranking Tier 1			

Project ranking from 1-3 (see detail below)

Current estimated cost of construction only

Change made to project funding in 2020 UTP

Ranking Tiers

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

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

The ranking tiers provide an indicator of statewide significance amongst the projects that the Texas Transportation Commission has authorized for funding in Categories 2, 4, 12, and 10-Coordinated Border Infrastructure. However, since all projects listed in the UTP have passed through a rigorous selection process to get to this point, a tier 2 or 3 ranking does not indicate a project is unneeded or a low priority. Instead, the tiers indicate which projects may be most critical relative to each other, according to TxDOT's scoring method. Additionally, ranking tiers are not the sole determining factor of the order in which projects are funded or let for construction. Many other factors influence project sequencing, including project size and complexity, estimated costs, coordination around other ongoing construction projects, and the transportation priorities of local residents.

FIGURE 10

UTP Projects Found on Project Tracker

PROJECT TRACKER PHASE	UTP AUTHORITY	NO. OF PROJECTS ON PROJECT TRACKER
Construction begins within 4 years	Construct Authority	6,300
Construction begins in 5 to 10 years	Develop Authority	1,900
Total		8,200

TxDOT uses [Project Tracker](#), its online project reporting system, to provide information about all 8,000-plus projects funded across all 12 UTP funding categories.

FIGURE 11

Common Roadway Name Abbreviations

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

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

Abilene District

2020 Unified Transportation Program (UTP)

Using 165 miles of I-20 as a crossroads corridor, the Abilene District bridges Central and West Texas and serves as a hub for agriculture, energy, and education/medical services across 13 counties. The City of Abilene is one of the largest in West Texas and has a very active and engaging metropolitan planning organization (MPO). The district's dedicated staff of transportation professionals is committed to understanding local needs, proactively seeking input, and prioritizing projects so planning priorities align with residents' expectations.

Did You Know?

- District highways carry heavy truck traffic from the Permian Basin and Barnett Shale to their final destination.
- Numerous wind farms across the region and local farming generate a significant amount of traffic across the district.

★ DISTRICT HIGHLIGHTS

The Abilene District values public feedback for localized and systemic district projects. District staff stress public outreach well before any project begins and continues to seek input at all points throughout planning, design, development, and construction of projects. The district uses public meetings and social media to continually seek input from residents.

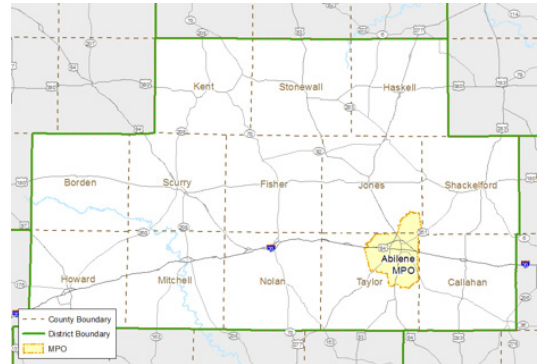
One example of this approach was the recent Vision 20/20 study, which gathered public and other stakeholder input throughout the district on the future of I-20. TxDOT hosted six public meetings, sent hundreds of mailers, and offered an online survey to understand the public's greatest needs. Nearly 600 residents provided input that will inform projects' design.

Planning and Programming

As a rural district, Abilene uses progressive and innovative techniques to develop internal talent, applying years of diverse in-house expertise to planning and programming processes. This approach allows the district to address issues from a variety of perspectives to ultimately arrive at the best solution with the greatest impact.

The Abilene District is also proactive in its approach to planning, aiming to be ahead of problems by listening to the input of district residents and businesses. The district staff does not wait for a problem to develop, but instead seeks public input as soon as possible to get ahead of an issue – planning out five to ten years of the UTP instead of just the short term.

The focus shifts to funding as the development finish line gets closer, and district staff revise plans over the course of the project to adjust for changing circumstances. This approach allows for adjusting and shifting resources as needed.



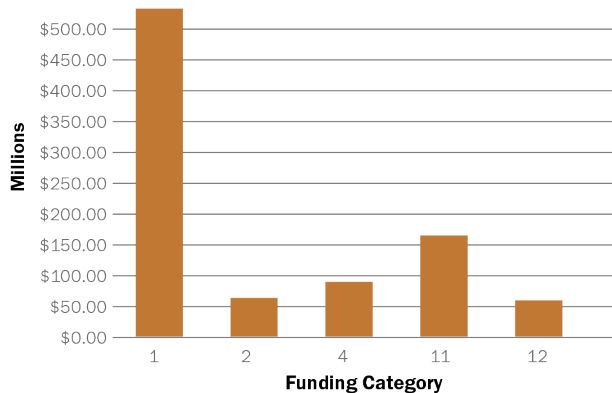
FAST FACTS

Population	More than 265,700
Square Miles	Nearly 11,800
Daily Vehicle Miles	8.2 million
Lane Miles	More than 8,400
Registered Vehicles	More than 261,000

How to Stay Involved

- Abilene TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Abilene Metropolitan Planning Organization** (click on “Public Participation” to get involved with regional transportation plans)
- Contact the district by [email](#)

Abilene District: 2020 Planning Targets by Category



12

TXDOT FUNDING CATEGORIES

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

Priorities

The Abilene District is constantly maintaining 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. Abilene is working on a plan for widening I-20 to three lanes in each direction from the east city limits to the west city limits, and that plan is currently in the schematic and environmental phase.



Public meeting, Taylor County

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 Abilene District is conducting the design and project management for this \$25M project, and the proposed improvements will include additional lanes, traffic signals, sound walls, congestion mitigation, and access management. Specific design features include a raised median, curb and gutter, longitudinal drainage system, consolidation of driveways, sidewalks, bicycle accommodation, and various safety lighting. Other important MPO projects that the Abilene District is designing and managing include US 83 at FM 3034 Interchange and the US 83/84 Frontage Road from FM 707 to Antilley Road.

UTP statewide connectivity corridor funding and UTP strategic priority funding have also facilitated projects in the district that significantly impact safety and regional connectivity. For instance, I-20 West to US 84 North is the primary route to Lubbock and Amarillo and has an interchange that is being redesigned. Environmental and schematic phases are currently underway, and the district has made delivery of the \$45M interchange of utmost importance.

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-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
- US 83/84, Taylor County: interchange in south Taylor County

Short Term (Four or fewer years)

- Buffalo Gap Road, Taylor County: widening, access management, and safety improvements
- US 83/84 Frontage Road, Taylor County: addition North of E Spur 707 to north of Antilley Road
- 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



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

@TXDOTABILENE

CHERYL.SAWYERS@TXDOT.GOV

4250 CLACK ST. ABILENE, TX 79601

(325) 676-6800

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

Abilene District | Jones County

Multi-Segment Projects

US 83		CSJ (Project ID): 0033-05-089		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - FM 3034 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$13,000,000
Limits From:	.67 MILES NORTH OF FM 3034	UTP Action:	No Funding Change	Total	\$13,000,000
Limits To:	.28 MILES SOUTH OF FM 3034	Est Const. Cost:	\$13,000,000		
Description:	CONSTRUCT NEW OVERPASS	Toll:	No		
		Ranking Tier:	1		

FM 3034		CSJ (Project ID): 3068-01-012		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - FM 3034 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$2,500,000
Limits From:	US 83	UTP Action:	No Funding Change	Total	\$2,500,000
Limits To:	FM 600	Est Const. Cost:	\$2,500,000		
Description:	REHAB & WIDEN	Toll:	No		
		Ranking Tier:	1		

Abilene District | Nolan County

Individual Projects

IH 20		CSJ (Project ID): 0006-02-114		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Interchange - Roscoe	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$30,000,000
Limits From:	East of CR 608	UTP Action:	Funding Adjustment	4 REGIONAL CONNECTIVITY	\$30,000,000
Limits To:	West of LP 170	Est Const. Cost:	\$60,000,000	Total	\$60,000,000
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No	<i>CAT 4 increased \$7.5M and CAT 12 increased \$7.5M</i>	
		Ranking Tier:	1		

Abilene District | Taylor County

Multi-Segment Projects

FM 89		CSJ (Project ID): 0699-01-051		Programmed Construction Funding	
				Category	Amount
Project:	FM 89 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$10,000,000
Limits From:	NEAR BETTES LANE	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	REBECCA LANE IN ABILENE	Est Const. Cost:	\$10,000,000		
Description:	ACCESS MANAGEMENT	Toll:	No		
		Ranking Tier:	2		

FM 89		CSJ (Project ID): 0699-01-052		Programmed Construction Funding	
				Category	Amount
Project:	FM 89 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$11,650,000
Limits From:	REBECCA LANE	UTP Action:	No Funding Change	Total	\$11,650,000
Limits To:	JUST NORTH OF US 83	Est Const. Cost:	\$11,650,000		
Description:	ACCESS MANAGEMENT /INDUSTRIAL IMPROVEMENTS	Toll:	No		
		Ranking Tier:	2		

Individual Projects

IH 20		CSJ (Project ID): 0006-06-081		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Widen Freeway - Abilene East	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$30,750,000
Limits From:	SH 351	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$9,250,000
Limits To:	ABILENE EAST CITY LIMITS	Est Const. Cost:	\$40,000,000	Total	\$40,000,000
Description:	ADD TWO MAIN LANES FOR A SIX LANE FREEWAY AND REPLACE OVERPASS STRUCTURES	Toll:	No	<i>CAT 12 add \$30.8M</i>	
		Ranking Tier:	1		

US 83		CSJ (Project ID): 0034-01-127		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Widen Freeway - Abilene South	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$3,500,000
Limits From:	NORTH OF FM 707	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$3,500,000
Limits To:	NEAR ANTILLEY ROAD	Est Const. Cost:	\$7,000,000	Total	\$7,000,000
Description:	ADD FRONTAGE ROAD AT US 83 CONNECTING FM 707 TO ANTILLEY.	Toll:	No		
		Ranking Tier:	1		

US 83		CSJ (Project ID): 0034-01-130		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - US 84 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$17,000,000
Limits From:	AT	UTP Action:	New Authorization	Total	\$17,000,000
Limits To:	US 83/84 "Y" INTERCHANGE	Est Const. Cost:	\$17,000,000		
Description:	CONSTRUCT NEW GRADE SEPARATED INTERCHANGE	Toll:	No		
		Ranking Tier:	2		

US 83		CSJ (Project ID): 0034-02-044		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,000,000
Limits From:	US 84	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	RUNNELS COUNTY LINE	Est Const. Cost:	\$10,000,000		
Description:	CONSTRUCT SUPER TWO	Toll:	No		
		Ranking Tier:	1		

FM 707		CSJ (Project ID): 0663-01-024		Programmed Construction Funding	
				Category	Amount
Project:	FM 707 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$7,000,000
Limits From:	FM 89 (BUFFALO GAP ROAD)	UTP Action:	No Funding Change	Total	\$7,000,000
Limits To:	US 83	Est Const. Cost:	\$7,000,000		
Description:	REHAB AND WIDEN ROADWAY	Toll:	No		
		Ranking Tier:	3		

FM 89		CSJ (Project ID): 0699-01-056		Programmed Construction Funding	
				Category	Amount
Project:	FM 89 - Restoration	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$2,000,000
Limits From:	ANTILLEY ROAD INTERSECTION	UTP Action:	No Funding Change	Total	\$2,000,000
Limits To:	ANTILLEY ROAD INTERSECTION	Est Const. Cost:	\$2,000,000		
Description:	LOWER PROFILE AND OTHER IMPROVEMENT TO THE INTERSECTION	Toll:	No		
		Ranking Tier:	3		

Amarillo District

2020 Unified Transportation Program (UTP)

Occupying much of the Texas Panhandle and bordering two states, the Amarillo District’s northern location and high elevation sets it apart from the rest of Texas. Outside the city of Amarillo, the district is primarily rural, with an economy that depends on farming, ranching, oil, gas, and tourism. The district includes counties that are among the state’s top producers for beef, swine, corn, wheat, and milk. The success of these industries depends on the state’s transportation network.

Did You Know?

- Palo Duro Canyon, the second-largest canyon in the United States, is located in the Amarillo District.
- In Texas, 8 of the top 10 dairy counties and 68% of the milk production are in the Texas Panhandle up from only 1% in 1980.
- Interstate 40 (I-40) is a major east-west freight corridor for the nation. The western end is at Barstow, California; its eastern end is at Wilmington, North Carolina. It is the third-longest Interstate highway in the United States, spanning 2,560 miles. Much of the western part of I-40 though Amarillo parallels or overlays the Historic Route 66.

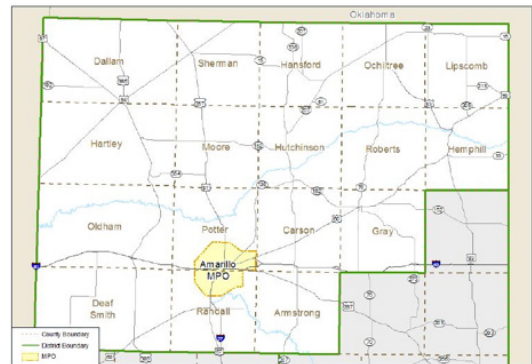
★ DISTRICT HIGHLIGHTS

As growth continues in and around Amarillo, the district staff is working to address increasing transportation demands. Upgrading State Loop 335 (SL 335) to a freeway facility with frontage roads continues to be a priority for the metropolitan planning organization (MPO), the city and the district.

To date \$140 million of improvements have been completed or are underway. An additional \$175 million has been allocated for the next several years in the south and west quadrants of the loop. Still today, much of the 40+ mile loop around the city is a combination of rural and urban sections. Public involvement for the SL 335 freeway has been and will continue to be an integral part of the planning process for the remaining segments.

Planning and Programming

The framework for planning, funding, and delivering projects in the district comes from TxDOT’s 12 funding categories. The district staff works closely with local partners at the Amarillo Metropolitan Planning Organization in selecting projects and assigning funding in the urban area. Staff also coordinate with cities, counties, and the Panhandle Regional Planning Commission to gain a better understanding of transportation needs throughout the district. These efforts allow the Amarillo District to maintain regular and meaningful dialogue with local communities, which provides valuable feedback in planning for short- and long-term needs.



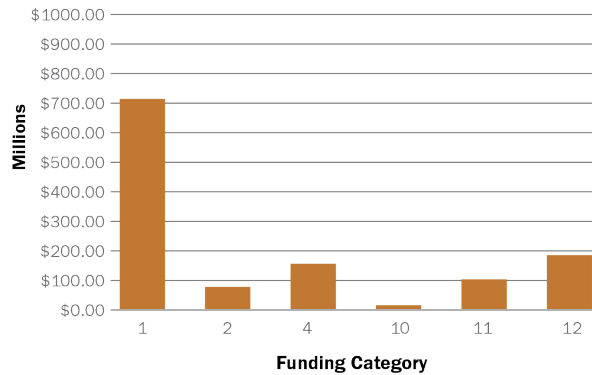
FAST FACTS

Population	More than 385,00
Square Miles	17,800
Daily Vehicle Miles	More than 10.5 million
Lane Miles	More than 9,400
Registered Vehicles	400,000

How to Stay Involved

- Amarillo TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Amarillo Metropolitan Planning Organization** (click on “Public Participation” to get involved with regional transportation plans)
- **Panhandle Regional Planning Commission:** see a calendar of meetings for the rural planning organization
- Contact the district by [email](#)

Amarillo District: 2020 Planning Targets by Category



Priorities

The key factors driving project prioritization in the 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. Annually, district staff spend several days driving the priority project areas to gain first-hand knowledge of the road conditions, which directs four-year maintenance plans. With extreme heat in the summer and sub-freezing temperatures in the winter, along with major snow and ice events, maintenance priorities must be reviewed regularly and adjusted for a safe and functional network.

Highlighting the district’s emphasis on system safety, all of the discretionary Category 11 funds are being applied to safety-related projects.

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, I 27, US 87, and US 287, reducing the need for freight shipments through downtown and providing new options for commuters and travelers in Amarillo.

12

TxDOT FUNDING CATEGORIES

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



Public meeting for State Loop 335

KEY DISTRICT PROJECTS & PROGRESS

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 North of Canyon
- US 87, Hartley and Moore Counties: Convert to a four-lane divided

Short Term (Four or fewer years)

- SL 335 Segment B-2, Potter County: Phase I of freeway conversion
- SL 335 Segment B-1, Randall County: Phase II of freeway conversion
- SL 335 Segment C-1, Potter County: Phase I of freeway conversion
- US 87/US 287, Moore County: Pavement rehabilitation through City of Dumas
- US 60, Deaf Smith County: Pavement



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

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

Amarillo District | Multiple-County Projects

Multi-Segment Projects

US 87		CSJ (Project ID): 0425-01-021		Programmed Construction Funding	
				Category	Amount
Project:	US 87 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$66,700,000
Limits From:	EAST OF US385/US87 INTERCHANGE	UTP Action:	New Authorization	Total	\$66,700,000
Limits To:	MOORE COUNTY LINE	Est Const. Cost:	\$66,700,000		
Description:	CONSTRUCT FROM 2-LANE TO 4-LANE DIVIDE, ADD CENTER LEFT TURN LANES, ACP OVERLAY AND UPGRADE STANDARDS - HARTLEY COUNTY	Toll:	No		
		Ranking Tier:	1		

US 87		CSJ (Project ID): 0425-02-037		Programmed Construction Funding	
				Category	Amount
Project:	US 87 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$30,800,000
Limits From:	HARTLEY COUNTY LINE	UTP Action:	New Authorization	Total	\$30,800,000
Limits To:	FM 2589 WEST OF DUMAS	Est Const. Cost:	\$30,800,000		
Description:	CONSTRUCT FROM 2-LANE TO 4-LANE DIVIDE, ADD CENTER LEFT TURN LANES, ACP OVERLAY AND UPGRADE STANDARDS - MOORE COUNTY	Toll:	No		
		Ranking Tier:	1		

SL 335		CSJ (Project ID): 2635-05-002		Programmed Construction Funding	
				Category	Amount
Project:	SL 335 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$1,400,000
Limits From:	.2 MILES NORTH OF 34TH	UTP Action:	No Funding Change	Total	\$1,400,000
Limits To:	POTTER COUNTY LINE	Est Const. Cost:	\$1,400,000		
Description:	B-2 PHASE III: CONSTRUCT 4 NEW MAINLANES AND RAMPS - RANDALL COUNTY	Toll:	No		
		Ranking Tier:	3		

SL 335		CSJ (Project ID): 2635-06-003		Programmed Construction Funding	
				Category	Amount
Project:	SL 335 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$33,990,000
Limits From:	RANDALL COUNTY LINE	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$9,510,000
Limits To:	.4 MILES NE IF BI 40-D	Est Const. Cost:	\$43,500,000	Total	\$43,500,000
Description:	B-2 PHASE III: CONSTRUCT SL 335 3RD LEVEL MAINLANE BRIDGE AT IH 40 , 4 NEW MAINLANES, RAMPS, AND BI 40-D GRADE SEP - POTTER COUNTY	Toll:	No		
		Ranking Tier:	3		

Amarillo District | Gray County

Individual Projects

US 60		CSJ (Project ID): 0169-07-053		Programmed Construction Funding	
				Category	Amount
Project:	US 60 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$15,700,000
Limits From:	LP 171 IN PAMPA	UTP Action:	New Authorization	Total	\$15,700,000
Limits To:	ROBERTS COUNTY LINE	Est Const. Cost:	\$15,700,000		
Description:	CONSTRUCT SUPER 2, PAVEMENT REPAIR, ACP OVERLAY AND UPGRADE STANDARDS	Toll:	No		
		Ranking Tier:	1		

SH 152		CSJ (Project ID): 0397-01-045		Programmed Construction Funding	
				Category	Amount
Project:	SH 152 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$16,000,000
Limits From:	US 60	UTP Action:	New Authorization	Total	\$16,000,000
Limits To:	WHEELER CO LINE	Est Const. Cost:	\$16,000,000		
Description:	CONSTRUCT SUPER 2, PAVEMENT REPAIR, ACP OVERLAY AND UPGRADE STANDARDS	Toll:	No		
		Ranking Tier:	2		

Amarillo District | Potter County

Multi-Segment Projects

IH 40		CSJ (Project ID): 0275-01-199		Programmed Construction Funding	
				Category	Amount
Project:	IH 40 - Reconstruct Bridge - Amarillo	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$11,000,000
Limits From:	BI 40-D	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$6,000,000
Limits To:	FM 2590 (SONCY ROAD)	Est Const. Cost:	\$24,150,000	2 URBAN CORRIDOR	\$7,150,000
Description:	B-2 PHASE II: RECONSTRUCT IH 40 2ND LEVEL MAINLANE BRIDGE AT SL 335 AND FRONTAGE ROAD BOX	Toll:	No	Total	\$24,150,000
		Ranking Tier:	1	<i>CAT 2 increased \$950K</i>	

SL 335		CSJ (Project ID): 2635-04-037		Programmed Construction Funding	
				Category	Amount
Project:	SL 335 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$10,100,000
Limits From:	FM 2590 NORTH	UTP Action:	Funding Adjustment	Total	\$10,100,000
Limits To:	SW 9TH	Est Const. Cost:	\$10,100,000	<i>CAT 2 increased \$1M</i>	
Description:	B-2 PHASE II: CONSTRUCT FRT RDS FOR FUTURE FREEWAY	Toll:	No		
		Ranking Tier:	1		

SL 335		CSJ (Project ID): 2635-06-002		Programmed Construction Funding	
				Category	Amount
Project:	SL 335 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$3,900,000
Limits From:	IH 40	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$7,000,000
Limits To:	FM 2590 NORTH	Est Const. Cost:	\$13,900,000	4 URBAN CONNECTIVITY	\$3,000,000
Description:	B-2 PHASE II: CONSTRUCT FRT RDS FOR FUTURE FREEWAY	Toll:	No	Total	\$13,900,000
		Ranking Tier:	1	<i>CAT 2 increased \$770K</i>	

Individual Projects

SL 335		CSJ (Project ID): 2635-04-031		Programmed Construction Funding	
				Category	Amount
Project:	SL 335 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$27,960,000
Limits From:	SW 9TH	UTP Action:	Funding Adjustment	2 URBAN CORRIDOR	\$25,020,000
Limits To:	FM 1719	Est Const. Cost:	\$82,500,000	12 STRATEGIC PRIORITY	\$29,520,000
Description:	C-1 PHASE I: CONVERT 2-LANE SECTION TO 4-LANE DIVIDED, AND CONVERT 4-LANE SECTION TO 4-LANE FREEWAY	Toll:	No	Total	\$82,500,000
		Ranking Tier:	2	<i>CAT 2 decrease \$8M, Cat 4 increased \$2.8M and Cat 12 add \$29.5M</i>	

Amarillo District | Randall County

Multi-Segment Projects

IH 27		CSJ (Project ID): 0067-17-032		Programmed Construction Funding	
				Category	Amount
Project:	IH 27 - Widen Freeway - Amarillo to Canyon	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$5,000,000
Limits From:	NORTH OF US 60/US 87 INTERCHANGE	UTP Action:	New Authorization	Total	\$5,000,000
Limits To:	SOUTH OF US 60/US 87 INTERCHANGE	Est Const. Cost:	\$5,000,000		
Description:	RECONSTRUCT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

IH 27		CSJ (Project ID): 0168-09-083		Programmed Construction Funding	
				Category	Amount
Project:	IH 27 - Widen Freeway - Amarillo to Canyon	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$112,100,000
Limits From:	SOUTH OF SUNDOWN	UTP Action:	New Authorization	Total	\$112,100,000
Limits To:	NORTH OF US 60/US 87 INTERCHANGE	Est Const. Cost:	\$112,100,000		
Description:	WIDEN FREEWAY FROM 4-LANES TO 6-LANES	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 27		CSJ (Project ID): 0168-09-181		Programmed Construction Funding	
				Category	Amount
Project:	IH 27 - Ramp and Operational Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$11,700,000
Limits From:	45TH AVE	UTP Action:	New Authorization	1 PREVENTIVE MAINT & REHAB	\$8,500,000
Limits To:	POTTER COUNTY LINE	Est Const. Cost:	\$20,700,000	11 DISTRICT DISCRETIONARY	\$500,000
Description:	UPGRADE STANDARDS, ON/OFF RAMP IMPROVEMENTS, CONSTRUCT AUX LANES, ACP OVERLAY	Toll:	No	Total	\$20,700,000
		Ranking Tier:	1		

SL 335		CSJ (Project ID): 2635-03-024		Programmed Construction Funding	
				Category	Amount
Project:	SL 335 - Upgrade to Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$19,100,000
Limits From:	FM 2590	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$7,000,000
Limits To:	WEST OF COULTER	Est Const. Cost:	\$26,100,000	Total	\$26,100,000
Description:	B-1 PHASE II: (TIE-IN) CONSTRUCT MAINLANES, GRADE SEP, RAMPS, AND FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	2		

Atlanta District

2020 Unified Transportation Program (UTP)

The Atlanta District is the gateway to Texas from three surrounding states: Oklahoma, Arkansas, and Louisiana. The district collaborates closely with these states on many projects and is focused on connectivity and consistency in the cross-state road network. To accommodate the impact of sub-freezing temperatures and extreme heat waves, the district's crews work hard to maintain roads and bridges for safe travel through the district.

Did You Know?

- The district's earliest roads were built for the timber industry, Texas' largest manufacturing enterprise at the turn of the 20th century. Today's timber still travels on these roads, as well as the district's three interstate highways.
- The state's last known international boundary marker is in Panola County, marking the 1841 boundary line between the United States and the Republic of Texas.

★ DISTRICT HIGHLIGHTS

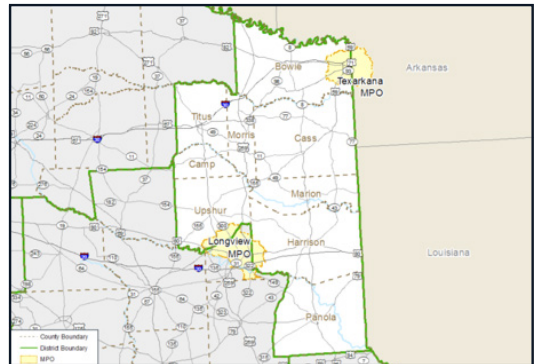
Geographically, Atlanta is a small district, but size does not hinder the staff's ability to execute significant projects. In 2006, the district began a project to bolster Texarkana's portion of I-30, readying this regional crossroads for anticipated growth and traffic.

These improvements rival those of any urban interstate. One-way frontage roads with collector distributors allow for non-stop local traffic, enhance mobility, and support economic development. Additionally, the project included the redesign of the connection of I-30 to US 59, which subsequently became the northern terminus of I-369. This effort was Texas' highest-dollar project let in 2006. With more interstate projects on the horizon, this project shows the district's capacity for future expansions.

Planning and Programming

The district plays an important role in the future of transportation along the busiest corridors, including I-20, I-30, and US 59 (I-369 corridor). Its projects emphasize mobility, connectivity, and safety along nearly 6,500 lane miles and across more than 1,300 bridges. The district maintains a road network that balances the needs of local traffic with travelers passing through the district.

District staff consider multiple factors when identifying potential projects, including traffic volumes, safety, pavement conditions, connectivity, and congestion. The staff's planning prioritizes these projects based on available authority in the UTP's respective funding categories.



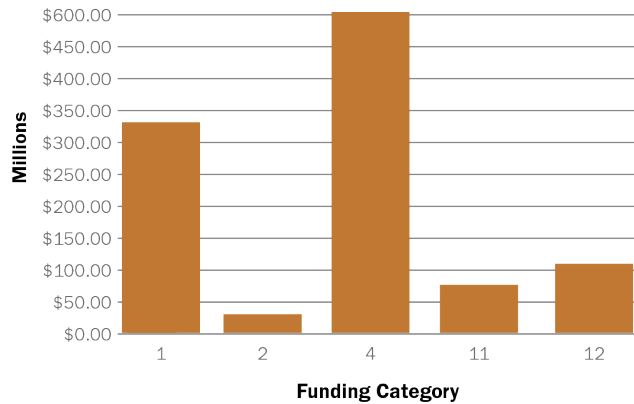
FAST FACTS

Population	More than 330,000
Square Miles	5,300
Daily Vehicle Miles	More than 10.5 million
Lane Miles	6,500
Registered Vehicles	More than 335,000

How to Stay Involved

- Atlanta TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Texarkana Metropolitan Planning organization:** get involved with regional transportation plans
- **North East Texas Regional Mobility Authority:** regional toll authority
- Contact the district by [email](#)

Atlanta District: 2020 Planning Targets by Category



Priorities

The district receives the majority of its funding through Category 1. This crucial funding allows it to respond to major impacts on the district’s 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 a recipient 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.

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 the two rural planning organizations (RPOs) to identify transportation needs and seek input.

Category 11 funds allow the district to address local and regional safety and mobility issues. District staff frequently use these funds to deliver projects identified by the nine counties in the district. The discretionary nature of Category 11 allows staff to identify and fund projects that are priorities for individual counties, as well as district-wide mobility. These funds also allow for the repair and upgrade of roads impacted by oil and gas exploration, such as US 59 in Panola County.

12

UTP CATEGORIES

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



Unveiling of I-369 sign

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-20, Harrison County: widening to 6 lanes and frontage lane construction from SH 43 to FM 450
- US 271, Upshur County: widening from Gilmer to Gladewater
- SL 390, Harrison County: construct new freeway (I-369)
- US 82, Bowie County: widening to 4 lanes from US 259 in DeKalb to west of I-30

Short Term (Four or fewer years)

- SH 155, Marion/Upshur Counties: bridge replacement at Lake O’ the Pines and road widening to US 259
- US 59, Panola County: construct grade separation at FM 1794
- I-30, Bowie County: widening to 6 lanes from FM 989 to Arkansas State Line and constructing frontage roads, ramps and turnarounds from FM 989 to FM 3419



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

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

Atlanta District | Bowie County

Multi-Segment Projects

US 82		CSJ (Project ID): 0046-03-038		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$16,118,000
Limits From:	0.3 MI W OF US 259	UTP Action:	New Authorization	Total	\$16,118,000
Limits To:	FM 992	Est Const. Cost:	\$16,118,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

US 82		CSJ (Project ID): 0046-04-061		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$5,038,000
Limits From:	FM 992	UTP Action:	New Authorization	Total	\$5,038,000
Limits To:	FM 1840	Est Const. Cost:	\$5,038,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

US 82		CSJ (Project ID): 0046-06-040		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$20,308,800
Limits From:	0.2 MI W OF IH 369 IN TEXARKANA	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	0.7 MI W OF FM 989 IN NASH	Est Const. Cost:	\$34,490,001	Total	\$20,308,800
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

FM 989		CSJ (Project ID): 1231-01-052		Programmed Construction Funding	
				Category	Amount
Project:	FM 989 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$5,667,000
Limits From:	IH 30 SOUTH FRONTAGE ROAD	UTP Action:	No Funding Change	Total	\$5,667,000
Limits To:	0.5 MI. SOUTH OF US 82	Est Const. Cost:	\$5,667,000		
Description:	WIDEN EXISTING 4-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

Individual Projects

IH 30		CSJ (Project ID): 0610-07-097		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - Frontage Road and Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$1,032,000
Limits From:	FM 3419	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$19,380,000
Limits To:	FM 989	Est Const. Cost:	\$20,412,000	Total	\$20,412,000
Description:	CONSTRUCT ONE-WAY FRONTAGE ROADS, ENTRANCE & EXIT RAMPS & TURNAROUNDS	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0610-07-113		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - Widen Freeway - Texarkana	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$61,295,781
Limits From:	0.6 MI W OF FM 989	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$13,832,657
Limits To:	ARKANSAS STATE LINE	Est Const. Cost:	\$75,138,438	2 URBAN CORRIDOR	\$10,000
Description:	WIDEN EXISTING INTERSTATE FROM 4 LANES TO 6 LANES	Toll:	No	Total	\$75,138,438
		Ranking Tier:	1	<i>CAT 2 add \$10K and CAT 12 add \$13.8M</i>	
US 82		CSJ (Project ID): 0046-03-040		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$45,300,000
Limits From:	RED RIVER C/L	UTP Action:	New Authorization	Total	\$45,300,000
Limits To:	0.3 MI W OF US 259	Est Const. Cost:	\$45,300,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		
US 82		CSJ (Project ID): 0046-04-062		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$18,565,000
Limits From:	FM 1840	UTP Action:	New Authorization	Total	\$18,565,000
Limits To:	SH 98	Est Const. Cost:	\$18,565,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		
US 82		CSJ (Project ID): 0046-04-063		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$8,052,000
Limits From:	SH 98	UTP Action:	No Funding Change	Total	\$8,052,000
Limits To:	0.4 MI. S. OF IH 30	Est Const. Cost:	\$8,052,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		
US 71		CSJ (Project ID): 0217-02-037		Programmed Construction Funding	
				Category	Amount
Project:	US 71 - Restoration	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$3,000,000
Limits From:	0.2 MI. S. OF IH 30	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$7,000,000
Limits To:	US 67 (7TH STREET)	Est Const. Cost:	\$10,000,000	Total	\$10,000,000
Description:	RECONSTRUCT EXISTING 4-LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	2		
FM 989		CSJ (Project ID): 1231-01-066		Programmed Construction Funding	
				Category	Amount
Project:	FM 989 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$4,000,000
Limits From:	IH 30 NORTH FRONTAGE ROAD	UTP Action:	No Funding Change	Total	\$4,000,000
Limits To:	0.3 MI. N. OF GIBSON LANE	Est Const. Cost:	\$4,000,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED_URBAN SECTION	Toll:	No		
		Ranking Tier:	1		

Atlanta District | Harrison County

Individual Projects

IH 20		CSJ (Project ID): 0495-08-108		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Bridge Replacement	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$7,042,000
Limits From:	AT LANSING SWITCH ROAD	UTP Action:	No Funding Change	Total	\$7,042,000
Limits To:	.	Est Const. Cost:	\$7,042,000		
Description:	REPLACE BRIDGE & APPROACHES TO IMPROVE VERTICAL CLEARANCE	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0495-08-109		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Widen Freeway - Hallsville to Marshall	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$161,200,000
Limits From:	FM 450	UTP Action:	No Funding Change	Total	\$161,200,000
Limits To:	0.5 MI. W. OF SH 43	Est Const. Cost:	\$161,200,000		
Description:	RECONSTRUCT & WIDEN EXISTING INTERSTATE FROM 4 LANES TO 6 LANES AND ADD ONE-WAY FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0495-09-056		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Bridge Replacement - Marshall	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$8,643,000
Limits From:	AT US 59	UTP Action:	No Funding Change	Total	\$8,643,000
Limits To:	.	Est Const. Cost:	\$8,643,000		
Description:	REPLACE BRIDGE & APPROACHES TO IMPROVE VERTICAL CLEARANCE	Toll:	No		
		Ranking Tier:	1		

SL 390		CSJ (Project ID): 1575-05-016		Programmed Construction Funding	
				Category	Amount
Project:	SL 390 - New Location Freeway - Marshall	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$154,275,000
Limits From:	US 80	UTP Action:	No Funding Change	Total	\$154,275,000
Limits To:	IH 20	Est Const. Cost:	\$154,275,000		
Description:	CONSTRUCT 4-LANE DIVIDED HIGHWAY TO INTERSTATE STANDARDS (FUTURE IH 369)	Toll:	No		
		Ranking Tier:	1		

Atlanta District | Panola County

Individual Projects

US 59		CSJ (Project ID): 0063-10-015		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - FM 1794 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$19,969,304
Limits From:	AT INTERSECTION OF FM 1794	UTP Action:	No Funding Change	Total	\$19,969,304
Limits To:	.	Est Const. Cost:	\$19,969,304		
Description:	CONSTRUCT GRADE SEPARATION TO INTERSTATE STANDARDS (FUTURE IH 369)	Toll:	No		
		Ranking Tier:	1		

SH 149		CSJ (Project ID): 0063-11-054		Programmed Construction Funding	
				Category	Amount
Project:	SH 149 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$42,238,800
Limits From:	0.8 MI S. OF SH 315	UTP Action:	New Authorization	Total	\$42,238,800
Limits To:	US 59	Est Const. Cost:	\$42,238,800		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

SH 315		CSJ (Project ID): 0462-03-045		Programmed Construction Funding	
				Category	Amount
Project:	SH 315 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$46,000,000
Limits From:	FM 1970	UTP Action:	New Authorization	Total	\$46,000,000
Limits To:	SH 149	Est Const. Cost:	\$46,000,000		
Description:	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

Atlanta District | Titus County

Individual Projects

US 271		CSJ (Project ID): 0221-05-091		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$50,000,000
Limits From:	0.5 MI. S. OF SULPHUR RELIEF #2	UTP Action:	New Authorization	Total	\$50,000,000
Limits To:	0.7 MI. N. OF FM 1734	Est Const. Cost:	\$50,000,000		
Description:	RECONSTRUCT 2 LANE ROADWAY TO PROVIDE PASSING LANES	Toll:	No		
		Ranking Tier:	1		

Austin District

2020 Unified Transportation Program (UTP)

Central Texas' population is growing rapidly, and the transportation network must keep up. Driving this development is Austin's recent transformation from a small university and capital city to a national magnet for the creative and tech industries. As the region matures, the district seeks unique transportation solutions that will preserve the high quality of life, protect the natural environment, and sustain recent economic gains.



Did You Know?

- Of TxDOT's metro districts, Austin is the only one where a single interstate, I-35, serves the entire region.
- The Central Texas Turnpike System, which includes segments of Loop 1, SH 45 N, SH 45 SE, and SH 130, is the first TxDOT-owned-and-operated toll facility in Texas.

★ DISTRICT HIGHLIGHTS

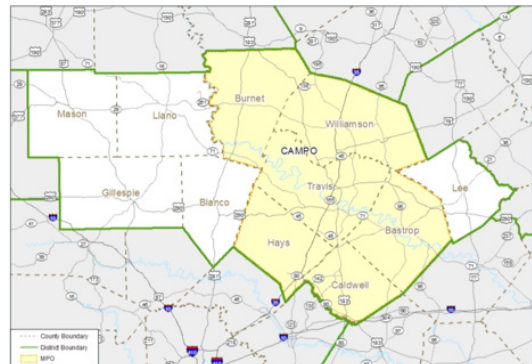
The plans for the Loop 360 Corridor demonstrate the thoroughness of district community engagement. When neighbors and stakeholders expressed concerns about previous proposals in 2004 and 2012, the district staff listened and expanded outreach efforts to responsibly address local expectations.

As the district staff proposes specific solutions, it seeks to understand how the highway improvements will impact surrounding communities. The staff then develops a design that maximizes the highway capacity and access to adjacent neighborhoods, while minimizing negative community and environmental impacts. A good example is the proposed underpass for Westlake Dr. and Cedar St., which improves safety and neighborhood access, reduces cut-through traffic and enhances through-mobility on Loop 360.

Planning and Programming

When selecting projects, the district staff considers local support and partnerships. The district is careful to gauge how community concerns will influence implementation, ensuring that efforts will bring more infrastructure to Central Texas.

The district's focus is major travel corridors, including I-35 US 290, US 281, and SH 71. With well-studied corridors like these, the district aims to secure funding for projects that are shovel-ready. For local improvement projects, the district partners closely with the Capital Area Metropolitan Planning Organization (CAMPO), the regional planning body, to select and fund priority projects across the district's six urbanized counties.



FAST FACTS

Population	2.1 Million
Square Miles	9,500
Daily Vehicle Miles	More than 40 million
Lane Miles	Nearly 9,500
Registered Vehicles	1.9 Million

How to Stay Involved

- Austin TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Texas Clear Lanes:** updates on congestion projects
- **Capital Area Metropolitan Planning Organization:** regional transportation plans
- **Capital Metro:** regional transit provider
- **Central Texas Regional Mobility Authority:** regional toll road system
- **City of Austin Transportation Department:** 2016 Mobility Bond progress [updates](#)
- Contact the district by [email](#)



@TXDOTAUSTIN

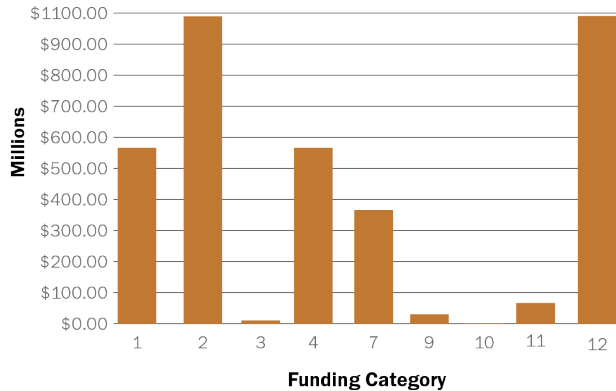
DIANN.HODGES@TXDOT.GOV

7901 N.I-35 AUSTIN, TX 78753

(512) 832-7000

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

Austin District: 2020 Planning Targets by Category



Priorities

Overall, safety is the district’s top priority. Regardless of whether a project is rural or urban, or aimed at connectivity or congestion, the staff looks closely at traffic and accident data to prioritize projects that will improve roadway safety for all users.

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 7 and 12 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. As Texas’ network of four-lane rural highways, the Texas Highway Trunk System improves rural mobility, connects major activity centers, and provides access to ports of entry into Texas. Thus, projects with Category 4 funding are developed closely with CAMPO to meet the region’s connectivity needs.

The district staff recognizes the importance of partnering with regional transportation organizations to leverage funds for the growth of the transportation network, so it coordinates with CAMPO to match Category 2 projects with MPO funding allocations. Additionally, a strong relationship with the Central Texas Regional Mobility Authority (CTRMA), the regional tolling authority, allows the delivery of toll projects where needed. Planning with these agencies influences UTP project development so that the district can deliver a coordinated transportation system.



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

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TxDOT FUNDING CATEGORIES

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



Oak Hill Parkway open house

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-35, Travis County: managed lanes and operational improvements
- Loop 360 mobility improvements, Travis County: finalizing construction plans
- Walsh Tarlton Ln. Grade Separation
- Westbank Dr. Grade Separation
- Lost Creek Blvd. Grade Separation
- RM 2244 Diverging Diamond Interchange

Short Term (Four or fewer years)

- Oak Hill Parkway, Travis County: mobility improvements at and east of US 290 and SH 71
- Loop 360 mobility improvements, Travis County: finalizing construction plans
 - Westlake Drive, Grade Separation
 - Spicewood Springs Rd, Grade Separation
 - Courtyard Dr. Grade Separation
 - Lakewood Dr. Grade Separation

Austin District | Multiple-County Projects

Multi-Segment Projects

US 183		CSJ (Project ID): 0151-05-113		Programmed Construction Funding	
				Category	Amount
Project:	US 183 North - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$60,000,000
Limits From:	RM 620/SH 45	UTP Action:	New Authorization	Total	\$60,000,000
Limits To:	TRAVIS COUNTY LINE	Est Const. Cost:	\$60,000,000		
Description:	WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES - WILLIAMSON COUNTY	Toll:	No		
		Ranking Tier:	1		

US 183		CSJ (Project ID): 0151-06-142		Programmed Construction Funding	
				Category	Amount
Project:	US 183 North - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$60,000,000
Limits From:	WILLIAMSON COUNTY LINE	UTP Action:	New Authorization	Total	\$60,000,000
Limits To:	SL 1	Est Const. Cost:	\$60,000,000		
Description:	WIDEN FROM 3 TO 4 GENERAL PURPOSE LANES - TRAVIS COUNTY	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-02-042		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Tucker Hill Lane Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$11,000,000
Limits From:	0.85 MI. WEST OF TUCKER HILL LANE	UTP Action:	No Funding Change	Total	\$11,000,000
Limits To:	TRAVIS/BASTROP COUNTY LINE	Est Const. Cost:	\$11,000,000		
Description:	CONSTRUCT OVERPASS APPROACH & ADD 2-LANE ONE-WAY EB & WB FRONTAGE ROADS - TRAVIS COUNTY	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-03-043		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Tucker Hill Lane Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$19,000,000
Limits From:	TRAVIS/BASTROP COUNTY LINE	UTP Action:	No Funding Change	Total	\$19,000,000
Limits To:	0.65 MI. EAST OF TUCKER HILL LANE	Est Const. Cost:	\$19,000,000		
Description:	CONSTRUCT OVERPASS & ADD 2-LANE ONE-WAY EB & WB FRONTAGE ROADS - BASTROP COUNTY	Toll:	No		
		Ranking Tier:	1		

SH 21		CSJ (Project ID): 0471-04-030		Programmed Construction Funding	
				Category	Amount
Project:	SH 21 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$1,950,000
Limits From:	HAYS COUNTY LINE	UTP Action:	No Funding Change	1 PREVENTIVE MAINT & REHAB	\$1,908,931
Limits To:	BASTROP COUNTY LINE	Est Const. Cost:	\$3,858,931	Total	\$3,858,931
Description:	PROVIDE SUPER 2 PASSING LANES - CALDWELL COUNTY	Toll:	No		
		Ranking Tier:	1		

SH 21		CSJ (Project ID): 0471-05-038		Programmed Construction Funding	
Project:	SH 21 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	CALDWELL COUNTY LINE	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$7,529,000
Limits To:	SH 71	Est Const. Cost:	\$8,006,360	Total	\$7,529,000
Description:	PROVIDE SUPER 2 PASSING LANES - BASTROP COUNTY	Toll:	No		
		Ranking Tier:	1		
SH 71		CSJ (Project ID): 0700-03-149		Programmed Construction Funding	
Project:	SH 71 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	RM 620	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$2,920,338
Limits To:	US 290	Est Const. Cost:	\$2,920,338	Total	\$2,920,338
Description:	INSTALL ITS SIGNS AND DEVICES - TRAVIS COUNTY	Toll:	No		
		Ranking Tier:	2		
FM 734		CSJ (Project ID): 3417-01-032		Programmed Construction Funding	
Project:	FM 734 - Traffic Control Devices	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	LOOP 275	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$2,105,541
Limits To:	TRAVIS/WILLIAMSON COUNTY LINE	Est Const. Cost:	\$2,105,541	Total	\$2,105,541
Description:	ITS DEPLOYMENT - TRAVIS COUNTY	Toll:	No		
		Ranking Tier:	3		
FM 734		CSJ (Project ID): 3417-02-033		Programmed Construction Funding	
Project:	FM 734 - Traffic Control Devices	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	NORTH SH 45	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$913,916
Limits To:	TRAVIS/WILLIAMSON COUNTY LINE	Est Const. Cost:	\$913,916	Total	\$913,916
Description:	ITS DEPLOYMENT - WILLIAMSON COUNTY	Toll:	No		
		Ranking Tier:	3		
FM 734		CSJ (Project ID): 3417-03-027		Programmed Construction Funding	
Project:	FM 734 - Traffic Control Devices	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	EAST US 290	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$3,172,768
Limits To:	LOOP 275	Est Const. Cost:	\$3,172,768	Total	\$3,172,768
Description:	ITS DEPLOYMENT - TRAVIS COUNTY	Toll:	No		
		Ranking Tier:	3		
FM 110		CSJ (Project ID): 3545-01-005		Programmed Construction Funding	
Project:	FM 110 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SH 21	UTP Action:	No Funding Change	3 LOCAL	\$18,000,000
Limits To:	EAST OF IH 35	Est Const. Cost:	\$23,424,700	2 METRO CORRIDOR	\$5,424,700
Description:	CONSTRUCT NEW 2 LANE ROADWAY AND SHOULDERS - HAYS COUNTY	Toll:	No	Total	\$23,424,700
		Ranking Tier:	3		

FM 110		CSJ (Project ID): 3545-03-003		Programmed Construction Funding	
				Category	Amount
Project:	FM 110 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$24,575,300
Limits From:	SH 80	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$1,000,000
Limits To:	SH 21	Est Const. Cost:	\$25,575,300	Total	\$25,575,300
Description:	CONSTRUCT NEW 2 LANE ROADWAY AND SHOULDERS - CALDWELL COUNTY	Toll:	No		
		Ranking Tier:	3		

RM 620		CSJ (Project ID): 0683-01-098		Programmed Construction Funding	
				Category	Amount
Project:	RM 620 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$635,704
Limits From:	PECAN PARK BLVD.	UTP Action:	No Funding Change	Total	\$635,704
Limits To:	ANDERSON MILL ROAD [TRAVIS C/L]	Est Const. Cost:	\$635,704		
Description:	INSTALL ITS SIGNS AND DEVICES - WILLIAMSON COUNTY	Toll:	No		
		Ranking Tier:	2		

RM 620		CSJ (Project ID): 0683-02-074		Programmed Construction Funding	
				Category	Amount
Project:	RM 620 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$6,988,185
Limits From:	ANDERSON MILL ROAD [WILLIAMSON C/L]	UTP Action:	No Funding Change	Total	\$6,988,185
Limits To:	SH 71	Est Const. Cost:	\$6,988,185		
Description:	INSTALL ITS SIGNS AND DEVICES - TRAVIS COUNTY	Toll:	No		
		Ranking Tier:	2		

Austin District | Bastrop County

Individual Projects

SH 71		CSJ (Project ID): 0265-03-041		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Interchange	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$35,000,000
Limits From:	CR 206 [COLORADO CIRCLE]	UTP Action:	No Funding Change	Total	\$35,000,000
Limits To:	SH 21	Est Const. Cost:	\$35,000,000		
Description:	CONSTRUCT 4-LANE OVERPASS WITH 2-LANE EB & WB FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-03-042		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$25,000,000
Limits From:	AT POPE BEND RD.	UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	.	Est Const. Cost:	\$25,000,000		
Description:	CONSTRUCT 4-LANE OVERPASS WITH 2-LANE EB & WB FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

SH 95		CSJ (Project ID): 0323-01-028		Programmed Construction Funding	
				Category	Amount
Project:	SH 95 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$6,537,686
Limits From:	SL 230	UTP Action:	No Funding Change	Total	\$6,537,686
Limits To:	SOUTH OF FM 535	Est Const. Cost:	\$6,537,686		
Description:	UPGRADE FROM A 2 LANE RURAL TO 3 LANE URBAN TO INCLUDE CONT. LEFT TURN LANE (CLTL)	Toll:	No		
		Ranking Tier:	3		

Austin District | Blanco County

Individual Projects

US 281		CSJ (Project ID): 0253-01-059		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$56,722,500
Limits From:	US 290	UTP Action:	New Authorization	Total	\$56,722,500
Limits To:	SOUTH OF CR 413	Est Const. Cost:	\$56,722,500		
Description:	2LN UNDIVIDED TO 4LN DIVIDED	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0253-02-032		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$30,497,500
Limits From:	SOUTH OF CR 413	UTP Action:	New Authorization	Total	\$30,497,500
Limits To:	COMAL COUNTY LINE	Est Const. Cost:	\$30,497,500		
Description:	2LN UNDIVIDED TO 4LN DIVIDED	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0700-02-049		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$6,600,000
Limits From:	BURNET/BLANCO COUNTY LINE	UTP Action:	New Authorization	Total	\$6,600,000
Limits To:	BLANCO/TRAVIS COUNTY LINE	Est Const. Cost:	\$6,600,000		
Description:	CONSTRUCT CONTINUOUS LEFT TURN LANE WITH SHOULDERS	Toll:	No		
		Ranking Tier:	2		

Austin District | Burnet County

Individual Projects

US 281		CSJ (Project ID): 0252-01-084		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$1,620,000
Limits From:	AT RM 1431	UTP Action:	No Funding Change	Total	\$1,620,000
Limits To:	.	Est Const. Cost:	\$1,620,000		
Description:	ADD RIGHT TURN LANE AT INTERSECTION AND SIGNAL IMPROVEMENTS	Toll:	No		
		Ranking Tier:	2		

US 281		CSJ (Project ID): 0252-02-060		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$5,616,000
Limits From:	SH 71	UTP Action:	No Funding Change	Total	\$5,616,000
Limits To:	BLANCO COUNTY LINE	Est Const. Cost:	\$5,616,000		
Description:	WIDEN WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS	Toll:	No		
		Ranking Tier:	1		

SH 29		CSJ (Project ID): 0151-02-026		Programmed Construction Funding	
Project:		SH 29 - Intersection Improvements		Category	Amount
Limits From:	RM 243 NORTH	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$5,184,000
Limits To:	WILLIAMSON COUNTY LINE	UTP Action:	No Funding Change	Total	\$5,184,000
Description:	WIDEN WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS	Est Const. Cost:	\$5,184,000		
		Toll:	No		
		Ranking Tier:	2		

SH 71		CSJ (Project ID): 0700-01-045		Programmed Construction Funding	
Project:		SH 71 - Intersection Improvements		Category	Amount
Limits From:	SPUR 191	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$9,720,000
Limits To:	BLANCO/BURNET C/L	UTP Action:	No Funding Change	Total	\$9,720,000
Description:	WIDEN WITH CONTINUOUS LEFT TURN LANE WITH SHOULDERS	Est Const. Cost:	\$9,720,000		
		Toll:	No		
		Ranking Tier:	2		

Austin District | Gillespie County

Individual Projects

US 290		CSJ (Project ID): 0113-02-062		Programmed Construction Funding	
Project:		US 290 - Widen Non-Freeway		Category	Amount
Limits From:	EAST OF OLD SAN ANTONIO RD	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$12,500,000
Limits To:	RM 1376	UTP Action:	New Authorization	Total	\$12,500,000
Description:	WIDEN WITH CONTINUOUS LEFT TURN LANE	Est Const. Cost:	\$12,500,000		
		Toll:	No		
		Ranking Tier:	2		

US 290		CSJ (Project ID): 0113-02-063		Programmed Construction Funding	
Project:		US 290 - Widen Non-Freeway		Category	Amount
Limits From:	JENSCHKE LANE	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$11,000,000
Limits To:	CEMETERY RD	UTP Action:	New Authorization	Total	\$11,000,000
Description:	4-LANE WITH CENTER TURN LANE	Est Const. Cost:	\$11,000,000		
		Toll:	No		
		Ranking Tier:	2		

Austin District | Hays County

Multi-Segment Projects

IH 35		CSJ (Project ID): 0016-02-149		Programmed Construction Funding	
Project:		IH 35 - Freeway Ramp Improvements		Category	Amount
Limits From:	NORTH OF RIVER RIDGE PARKWAY	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,533,816
Limits To:	LOOP 82	UTP Action:	No Funding Change	Total	\$10,533,816
Description:	RELOCATE NB ENTRANCE RAMP FROM SL 82, ADD NEW 1-LN NB EXIT RAMP TO RIVER RIDGE PKWY & 1-NB AUX LN @ SL 82 & RIVER RIDGE	Est Const. Cost:	\$10,533,817		
		Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0016-03-110		Programmed Construction Funding		
				Category	Amount	
Project:	IH 35 - Freeway Ramp Improvements			2	METRO CORRIDOR	\$1,020,000
Limits From:	LOOP 82	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,020,000
		UTP Action:	No Funding Change			
Limits To:	SOUTH OF LOOP 82	Est Const. Cost:	\$1,020,000			
Description:	RECONSTRUCT RAMPS	Toll:	No			
		Ranking Tier:	1			

FM 2770		CSJ (Project ID): 3210-01-014		Programmed Construction Funding		
				Category	Amount	
Project:	FM 2770 - Intersection Improvements			12	STRATEGIC PRIORITY	\$2,250,000
Limits From:	0.955 MILES SOUTH OF SL 4	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$2,250,000
		UTP Action:	No Funding Change			
Limits To:	1.414 MILES SOUTH OF SL 4	Est Const. Cost:	\$2,250,000			
Description:	ADD LEFT TURN LANE AND SHOULDERS	Toll:	No			
		Ranking Tier:	3			

RM 967		CSJ (Project ID): 0016-16-029		Programmed Construction Funding		
				Category	Amount	
Project:	RM 967 - Intersection Improvements			12	STRATEGIC PRIORITY	\$1,200,000
Limits From:	0.130 MI N OF ROBERT S LIGHT	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,200,000
		UTP Action:	No Funding Change			
Limits To:	0.141 MI S OF ROBERT S LIGHT	Est Const. Cost:	\$1,200,000			
Description:	ADD LEFT TURN LANE AND SHOULDERS	Toll:	No			
		Ranking Tier:	3			

CR		CSJ (Project ID): 0914-33-068		Programmed Construction Funding		
				Category	Amount	
Project:	County Road - New Location Non-Freeway			10	FEDERAL EARMARK	\$63,484
Limits From:	RM 967 @ ROBERT S. LIGHT BLVD.	Est. Let Date:	FY 2020-2023 (Construct)	10	FEDERAL EARMARK	\$74,380
		UTP Action:	No Funding Change	12	STRATEGIC PRIORITY	\$14,550,000
Limits To:	FM 1626	Est Const. Cost:	\$15,400,999	3	LOCAL	\$713,135
Description:	CONSTRUCT NEW 2-LANE ROADWAY WITH A GRADE SEPARATION AT THE UNION PACIFIC RAILROAD	Toll:	No	Total		\$15,400,999
		Ranking Tier:	3			

Individual Projects

IH 35		CSJ (Project ID): 0016-02-152		Programmed Construction Funding		
				Category	Amount	
Project:	IH 35 - Freeway Ramp Improvements			2	METRO CORRIDOR	\$26,035,972
Limits From:	KYLE CROSSING	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$26,035,972
		UTP Action:	No Funding Change			
Limits To:	RM 150	Est Const. Cost:	\$26,747,737			
Description:	REVERSE NB RAMPS	Toll:	No			
		Ranking Tier:	1			

IH 35		CSJ (Project ID): 0016-03-114		Programmed Construction Funding		
				Category	Amount	
Project:	IH 35 - Interchange - San Marcos			2	METRO CORRIDOR	\$107,000,000
Limits From:	SOUTH OF SH 80	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$107,000,000
		UTP Action:	No Funding Change			
Limits To:	NORTH OF RM 12	Est Const. Cost:	\$107,000,000			
Description:	RECONSTR IH35 ML BRG @ SH123, NBFR BRGS @ SAN MARCOS RIVER & WILLOW SPRGS CRK, ADD AUX LNS, W/SH123 INTRST & PED IMPRVTS	Toll:	No			
		Ranking Tier:	1			

US 290		CSJ (Project ID): 0113-07-072		Programmed Construction Funding	
Project:		US 290 - Intersection Improvements		Category	Amount
Limits From:	AT TRAUTWEIN ROAD	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$1,049,000
Limits To:	.	UTP Action:	No Funding Change	Total	\$1,049,000
Description:	INTERSECTION IMPROVEMENTS	Est Const. Cost:	\$1,049,000		
		Toll:	No		
		Ranking Tier:	2		

FM 2001		CSJ (Project ID): 1776-02-018		Programmed Construction Funding	
Project:		FM 2001 - Widen Non-Freeway		Category	Amount
Limits From:	IH 35	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$6,000,000
Limits To:	SH 21	UTP Action:	No Funding Change	3 LOCAL	\$23,488,200
Description:	WIDEN TO 4-LANE DIVIDED ROADWAY BY ADDING TWO LANES AND SHOULDERS	Est Const. Cost:	\$39,488,200	----- Remaining Funding to be Determined -----	
		Toll:	No	Total	\$29,488,200
		Ranking Tier:	3		

FM 110		CSJ (Project ID): 3545-02-010		Programmed Construction Funding	
Project:		FM 110 - SH 123 Interchange		Category	Amount
Limits From:	AT SH 123	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$5,217,000
Limits To:	.	UTP Action:	No Funding Change	3 LOCAL	\$2,000,000
Description:	CONSTRUCT OVERPASS	Est Const. Cost:	\$7,217,000	Total	\$7,217,000
		Toll:	No		
		Ranking Tier:	3		

Austin District | Travis County

Multi-Segment Projects

IH 35		CSJ (Project ID): 0015-10-062		Programmed Construction Funding	
Project:		IH 35 - Capital Express North		Category	Amount
Limits From:	SH 45N	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$75,097,500
Limits To:	FM 1825	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$22,850,000
Description:	ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	Est Const. Cost:	\$111,300,000	7 STP-MM/REHABILITATION	\$13,352,500
		Toll:	No	Total	\$111,300,000
		Ranking Tier:	1	<i>CAT 2 added \$75M and CAT 4 \$22M</i>	

IH 35		CSJ (Project ID): 0015-13-389		Programmed Construction Funding	
Project:		IH 35 - Capital Express North		Category	Amount
Limits From:	FM 1825	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$168,897,500
Limits To:	US 290E	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$22,850,000
Description:	ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	Est Const. Cost:	\$288,700,000	12 TX CLEAR LANES	\$83,600,000
		Toll:	No	7 STP-MM/REHABILITATION	\$13,352,500
		Ranking Tier:	1	Total	\$288,700,000
				<i>CAT 2 added \$168M and CAT 4 Urban added \$22M</i>	

IH 35		CSJ (Project ID): 0015-13-077		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Capital Express South	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$98,597,500
Limits From:	US 290W/SH 71	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$22,850,000
Limits To:	LP 275-SLAUGHTER LANE	Est Const. Cost:	\$134,800,000	7 STP-MM/REHABILITATION	\$13,352,500
Description:	ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	Toll:	No	Total	\$134,800,000
		Ranking Tier:	1	<i>CAT 2 add \$36M and CAT 4 add \$22M</i>	

IH 35		CSJ (Project ID): 0015-13-388		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Capital Express Central	Est. Let Date:	FY 2024-2029 (Develop)	12 TX CLEAR LANES	\$559,640,000
Limits From:	US 290E	UTP Action:	Funding Adjustment	----- Remaining Funding to be Determined -----	
Limits To:	US 290W/SH 71	Est Const. Cost:	\$4,900,000,000	Total	\$559,640,000
Description:	ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	Toll:	No	<i>CAT 12 add \$54M</i>	
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0016-01-113		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Capital Express South	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$128,997,500
Limits From:	LP 275-SLAUGHTER LANE	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$22,850,000
Limits To:	SH 45SE	Est Const. Cost:	\$165,200,000	7 STP-MM/REHABILITATION	\$13,352,500
Description:	ADD NB & SB NON-TOLLED MANAGED LANES, RECONSTRUCT RAMPS, IMPROVE FRONTAGE RD & FREIGHT MOVEMENTS, AND ADD AUX LANES	Toll:	No	Total	\$165,200,000
		Ranking Tier:	1	<i>CAT 2 added \$128M and CAT 4 added \$22M</i>	

US 290		CSJ (Project ID): 0113-08-060		Programmed Construction Funding	
				Category	Amount
Project:	US 290/SH 71 - Oak Hill Parkway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$205,100,000
Limits From:	WEST OF RM 1826	UTP Action:	No Funding Change	12 TX CLEAR LANES	\$60,000,000
Limits To:	SL 1	Est Const. Cost:	\$406,000,000	2 METRO CORRIDOR	\$42,100,000
Description:	RECONSTRUCT 4-LN TO 6-LN CONTROLLED ACCESS HIGHWAY AND FRONTAGE ROADS	Toll:	No	4 URBAN CONNECTIVITY	\$60,800,000
		Ranking Tier:	1	3 DESIGN BUILD	\$38,000,000
				Total	\$406,000,000

SH 71		CSJ (Project ID): 0700-03-077		Programmed Construction Funding	
				Category	Amount
Project:	US 290/SH 71 - Oak Hill Parkway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$64,200,000
Limits From:	US 290 WEST	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$7,800,000
Limits To:	SILVERMINE DR	Est Const. Cost:	\$72,000,000	Total	\$72,000,000
Description:	CONSTRUCT 4-LANE DIVIDED HIGHWAY WITH DIRECT CONNECTORS	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0113-13-163		Programmed Construction Funding	
Project:	SH 71 - US 183 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	EAST OF RIVERSIDE	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$3,000,000
Limits To:	US 183	Est Const. Cost:	\$3,000,000	Total	\$3,000,000
Description:	CONSTRUCT NEW 3 LANES EB FRONTAGE ROAD	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-01-113		Programmed Construction Funding	
Project:	SH 71 - US 183 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SH 71/US 183 INTERCHANGE	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$26,000,000
Limits To:	PRESIDENTIAL BLVD.	Est Const. Cost:	\$26,000,000	Total	\$26,000,000
Description:	CONSTRUCT 3 LANES EB FRONTAGE ROAD,1 LANE DIRECT CONNECTOR FROM 183S TO 71E & 1 LANE DIRECT CONNECTOR FROM 183N TO 71E	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-01-118		Programmed Construction Funding	
Project:	SH 71 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SH 130	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$156,039
Limits To:	ONION CREEK	Est Const. Cost:	\$156,039	Total	\$156,039
Description:	INSTALL ITS SIGNS AND DEVICES	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-01-119		Programmed Construction Funding	
Project:	SH 71 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SH 130	UTP Action:	New Authorization	4 URBAN CONNECTIVITY	\$4,000,000
Limits To:	0.49 MILES EAST OF SH 130	Est Const. Cost:	\$4,000,000	Total	\$4,000,000
Description:	CONSTRUCT 4-LANE OVERPASSES AT ROSS RD AND KELLAM RD WITH 2-LANE EB AND WB FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-02-036		Programmed Construction Funding	
Project:	SH 71 - Ross/Kellam Road Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	AT ROSS ROAD & AT KELLAM ROAD	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$44,000,000
Limits To:	.	Est Const. Cost:	\$44,000,000	Total	\$44,000,000
Description:	CONSTRUCT 4-LANE OVERPASSES AT ROSS RD AND KELLAM RD WITH 2-LANE EB & WB FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0265-02-043		Programmed Construction Funding	
Project:	SH 71 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	ONION CREEK	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$670,411
Limits To:	NORWOOD LANE	Est Const. Cost:	\$670,411	Total	\$670,411
Description:	INSTALL ITS SIGNS AND DEVICES	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-168		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Courtyard Drive Intersection	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$18,000,000
Limits From:	AT COURTYARD DRIVE	UTP Action:	No Funding Change	3 LOCAL	\$11,000,000
Limits To:	.	Est Const. Cost:	\$29,000,000	Total	\$29,000,000
Description:	GRADE SEPARATE INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SS 69		CSJ (Project ID): 0114-01-062		Programmed Construction Funding	
				Category	Amount
Project:	SS 69 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$743,089
Limits From:	NORTH LAMAR BLVD.	UTP Action:	No Funding Change	Total	\$743,089
Limits To:	IH 35	Est Const. Cost:	\$743,089		
Description:	INSTALL ITS SIGNS AND DEVICES	Toll:	No		
		Ranking Tier:	2		

RM 2222		CSJ (Project ID): 2100-01-065		Programmed Construction Funding	
				Category	Amount
Project:	RM 2222 - SL 360 Intersection	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$5,000,000
Limits From:	AT SL 360	UTP Action:	No Funding Change	Total	\$5,000,000
Limits To:	.	Est Const. Cost:	\$5,000,000		
Description:	CONSTRUCT DIVERGING DIAMOND INTERSECTION	Toll:	No		
		Ranking Tier:	1		

RM 2222		CSJ (Project ID): 2100-01-068		Programmed Construction Funding	
				Category	Amount
Project:	RM 2222 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$3,191,814
Limits From:	SL 360	UTP Action:	No Funding Change	Total	\$3,191,814
Limits To:	NORTH LAMAR BLVD.	Est Const. Cost:	\$3,191,814		
Description:	INSTALL ITS SIGNS AND DEVICES	Toll:	No		
		Ranking Tier:	2		

Individual Projects

IH 35		CSJ (Project ID): 0015-10-063		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	11 DISTRICT DISCRETIONARY	\$2,680,000
Limits From:	GRAND AVE PRKWY	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$5,320,000
Limits To:	SH 45N	Est Const. Cost:	\$8,000,000	Total	\$8,000,000
Description:	REVERSE NB RAMPS & ADD 1 AUXILIARY LANE	Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0015-10-064		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Wells Branch Parkway Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$14,623,250
Limits From:	AT WELLS BRANCH PKWY	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$14,623,250
Limits To:	.	Est Const. Cost:	\$29,246,500	Total	\$29,246,500
Description:	OPERATIONAL IMPROVEMENTS- INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

SH 71		CSJ (Project ID): 0700-03-145		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$13,000,000
Limits From:	BLANCO COUNTY LINE	UTP Action:	No Funding Change	Total	\$13,000,000
Limits To:	0.4 MILES WEST OF RM 2322	Est Const. Cost:	\$13,000,000		
Description:	4-LANE DIVIDED RURAL SURFACED MEDIAN W/ LTL	Toll:	No		
		Ranking Tier:	2		

SL 360		CSJ (Project ID): 0113-13-166		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Westlake Drive Intersection	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$47,000,000
Limits From:	AT WESTLAKE DRIVE	UTP Action:	No Funding Change	3 LOCAL	\$14,000,000
Limits To:	.	Est Const. Cost:	\$61,000,000	Total	\$61,000,000
Description:	GRADE SEPARATE INTERSECTIONS	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-167		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Spicewood Springs Road Intersection	Est. Let Date:	FY 2020-2023 (Construct)	3 LOCAL	\$12,000,000
Limits From:	AT SPICEWOOD SPRINGS ROAD	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$20,000,000
Limits To:	.	Est Const. Cost:	\$32,000,000	Total	\$32,000,000
Description:	GRADE SEPARATE INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-169		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Lakewood Drive Intersection	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$15,000,000
Limits From:	AT LAKEWOOD DRIVE	UTP Action:	No Funding Change	3 LOCAL	\$9,000,000
Limits To:	.	Est Const. Cost:	\$24,000,000	Total	\$24,000,000
Description:	GRADE SEPARATE INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-170		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Walsh Tarlton Intersection	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$25,000,000
Limits From:	AT WALSH TARLTON LANE	UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	.	Est Const. Cost:	\$25,000,000		
Description:	GRADE SEPARATE INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-171		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Westbank Drive Intersection	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$25,000,000
Limits From:	AT WESTBANK DR/SCOTTISH WOODS TRL	UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	.	Est Const. Cost:	\$25,000,000		
Description:	GRADE SEPARATE INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-172		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Lost Creek Blvd Intersection	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$24,000,000
Limits From:	AT LOST CREEK BLVD.	UTP Action:	No Funding Change	Total	\$24,000,000
Limits To:	.	Est Const. Cost:	\$24,000,000		
Description:	GRADE SEPARATE INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-173		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Bee Cave Road Intersection	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$25,000,000
Limits From:	AT RM 2244	UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	.	Est Const. Cost:	\$25,000,000		
Description:	CONSTRUCT DIVERGING DIAMOND INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SL 360		CSJ (Project ID): 0113-13-180		Programmed Construction Funding	
				Category	Amount
Project:	SL 360 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$5,599,304
Limits From:	US 183	UTP Action:	No Funding Change	Total	\$5,599,304
Limits To:	US 290 [SH 71]	Est Const. Cost:	\$5,599,304		
Description:	INSTALL ITS MESSAGE BOARDS, TRAFFIC SIGNALS, DEVICES & SIGNS	Toll:	No		
		Ranking Tier:	2		

FM 1626		CSJ (Project ID): 1539-02-026		Programmed Construction Funding	
				Category	Amount
Project:	FM 1626 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$11,200,000
Limits From:	SOUTH OF BRODIE LN	UTP Action:	No Funding Change	Total	\$11,200,000
Limits To:	EAST OF FM 2304	Est Const. Cost:	\$11,200,000		
Description:	RECONSTRUCT EXISTING 2-LN ROADWAY TO A 4-LN DIVIDED ROADWAY WITH CLTL	Toll:	No		
		Ranking Tier:	2		

RM 620		CSJ (Project ID): 0683-02-072		Programmed Construction Funding	
				Category	Amount
Project:	RM 620 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$18,000,000
Limits From:	SH 71	UTP Action:	No Funding Change	Total	\$18,000,000
Limits To:	ARIA/CAVALIER DRIVE	Est Const. Cost:	\$18,000,000		
Description:	WIDEN FROM 4 TO 6-LANE ROADWAY	Toll:	No		
		Ranking Tier:	2		

RM 620		CSJ (Project ID): 0683-02-073		Programmed Construction Funding	
				Category	Amount
Project:	RM 620 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$41,000,000
Limits From:	ARIA/CAVALIER DRIVE	UTP Action:	No Funding Change	Total	\$41,000,000
Limits To:	OAK GROVE BLVD.	Est Const. Cost:	\$41,000,000		
Description:	WIDEN FROM 4 TO 6-LANE DIVIDED ROADWAY	Toll:	No		
		Ranking Tier:	1		

Austin District | Williamson County

Multi-Segment Projects

IH 35		CSJ (Project ID): 0015-08-144		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Williams Drive Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$18,000,000
Limits From:	SOUTH OF LAKEWAY DRIVE	UTP Action:	No Funding Change	Total	\$18,000,000
Limits To:	SOUTH OF WILLIAMS DRIVE	Est Const. Cost:	\$18,000,000		
Description:	ADD NEW 3-LANE NORTHBOUND FRONTAGE ROAD	Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0015-08-147		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Williams Drive Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$26,000,000
Limits From:	AT WILLIAMS DR	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$26,000,000
Limits To:	.	Est Const. Cost:	\$52,000,000	Total	\$52,000,000
Description:	RECONSTRUCT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 35		CSJ (Project ID): 0015-09-185		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Interchange - Georgetown	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$37,200,000
Limits From:	NORTH OF RM 2243	UTP Action:	No Funding Change	Total	\$37,200,000
Limits To:	SE INNER LOOP	Est Const. Cost:	\$37,200,000		
Description:	CONSTRUCT INTERSECTION IMPRVMENTS, TURNAROUND BRG & SB AUX LANES, REPLACE BRG @ RM 2243 AND REVERSE SB RAMPS	Toll:	No		
		Ranking Tier:	1		

US 79		CSJ (Project ID): 0204-01-063		Programmed Construction Funding	
				Category	Amount
Project:	US 79 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$17,000,000
Limits From:	IH 35	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$28,000,000
Limits To:	EAST OF FM 1460	Est Const. Cost:	\$45,000,000	Total	\$45,000,000
Description:	ADD ONE LANE IN EACH DIRECTION	Toll:	No	<i>CAT 4 add \$17M</i>	
		Ranking Tier:	1		

US 183		CSJ (Project ID): 0273-04-045		Programmed Construction Funding	
				Category	Amount
Project:	US 183 - Intersection Improvements	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$19,900,000
Limits From:	SH 138	UTP Action:	Funding Adjustment	----- Remaining Funding to be Determined -----	
Limits To:	CR 258	Est Const. Cost:	\$27,300,000	Total	\$19,900,000
Description:	WIDEN WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS	Toll:	No	<i>CAT 4 increase \$7M</i>	
		Ranking Tier:	1		

SH 29		CSJ (Project ID): 0337-01-043		Programmed Construction Funding	
Project:	SH 29 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	+/- 1500 FT W OF DB WOOD	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$6,500,000
Limits To:	+/- 2500 FT E OF DB WOOD	Est Const. Cost:	\$6,500,000	Total	\$6,500,000
Description:	RECONSTRUCT RDWY FROM EXIST 4-LANE RDWY WITH CLTL TO 4-LANE RDWY WITH RAISED MEDIAN & TURN LANES	Toll:	No		
		Ranking Tier:	1		

FM 734		CSJ (Project ID): 3417-02-030		Programmed Construction Funding	
Project:	FM 734 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	RM 1431	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$28,800,000
Limits To:	SH 45	Est Const. Cost:	\$45,800,000	3 LOCAL	\$17,000,000
Description:	RECONSTRUCT EXISTING 4-LN DIVIDED ROADWAY TO 6-LN DIVIDED ROADWAY	Toll:	No	Total	\$45,800,000
		Ranking Tier:	2		

RM 2243		CSJ (Project ID): 2103-01-036		Programmed Construction Funding	
Project:	RM 2243 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SW BYPASS	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$4,500,000
Limits To:	NORWOOD DRIVE	Est Const. Cost:	\$4,500,000	Total	\$4,500,000
Description:	EXISTING 2 LANE ROADWAY WITH CENTER TURN LANE TO 4 LANE DIVIDED WITH TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS	Toll:	No		
		Ranking Tier:	3		

Beaumont District

2020 Unified Transportation Program (UTP)

Beaumont is a district of contrasts. The Houston metro area extends into the district’s urban western counties, while the rural eastern and northern counties feature wetlands and more than 100,000 acres of forest in the Big Thicket National Preserve. Meanwhile, the ports in coastal counties channel commerce from the Gulf of Mexico to the district’s railways, roadways, and waterways. With a transportation network as diverse as these distinctive regions, district planning focuses on balancing these urban, rural, and commercial needs.



Did You Know?

- The Port of Beaumont is the busiest military port in the world.
- The Burr’s Ferry Bridge, built in 1937 on SH 63, was the first bridge with a horizontal curve in the State of Texas.

★ DISTRICT HIGHLIGHTS

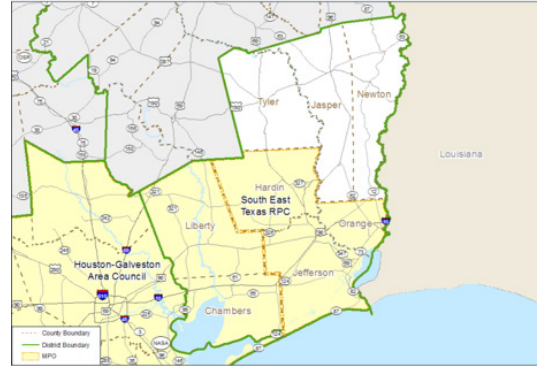
The Rainbow Bridge is a truss bridge crossing the Neches River connecting Port Arthur and Bridge City. When completed in 1938, it was the tallest bridge in the southern United States.

To address safety concerns on this historic, iconic structure, the district recently completed a year-long, \$26 million maintenance effort. Crews blasted off thick, multi-layered paint to uncover and remove old bolts and steel, then repainted the bridge’s entire exterior. Though the focus of this rehabilitation project was structural maintenance, crews also replaced one road joint. Today, the rehabilitated Rainbow Bridge is an important connection between Jefferson and Orange counties and will remain a Texas landmark for years to come.

Planning and Programming

The district is focused on preventive maintenance, safety, and connectivity projects. Because the district regularly receives funding for UTP categories that address these needs, district planning prioritizes these areas. As a result, the district’s staff has separate processes to evaluate projects that fall under these respective funding categories in the UTP.

Staff regularly assess the road conditions in the district. In addition to data analysis, these assessments often include district leadership participation in “rides” to rate district roads and determine which projects are most needed. Additionally, the district considers input from county judges and other elected officials about their local priorities. Finally, the district staff works closely with the Southeast Texas Regional Planning Commission and the Houston Galveston Area Council, which helps coordinate and leverage funding for transportation improvements across the district.



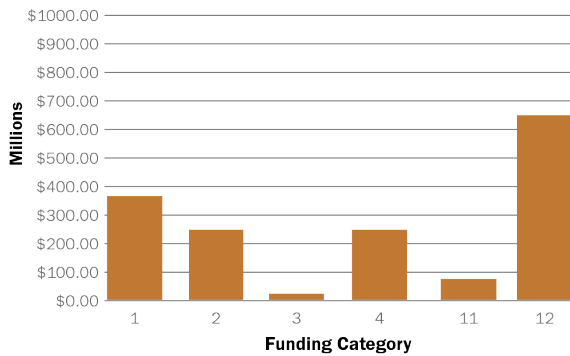
FAST FACTS

Population	Nearly 585,500
Square Miles	More than 6,700
Daily Vehicle Miles	16 million
Lane Miles	More than 5,800
Registered Vehicles	574,800

How to Stay Involved

- Beaumont TxDOT District [page](#)
- District Project and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Southeast Texas Regional Planning Commission:** learn more about the regional transportation planning agency
- **Houston Galveston Area Council:** Houston-area regional planning
- **Beaumont Municipal Transit:** public transportation options
- **US 69 Corridor project website:** offer input online or subscribe for progress updates about this corridor
- Contact the district by [email](#)

Beaumont District: 2020 Planning Targets by Category



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 in data-driven analysis of pavement conditions, as well as visual assessments and ride quality.

With so many road miles to maintain, the district frequently uses discretionary funding available through Category 11 to supplement these projects. This allows for the completion of more maintenance projects and restricts construction delays to a single project cycle.

Because the district contains the urban area of Beaumont-Port Arthur and increasing suburban development from Houston’s eastern fringe, district staff work closely with two metropolitan planning organizations: the Southeast Texas Regional Planning Commission and the Houston-Galveston Area Council. The needs of these two regions direct the district’s Category 2 spending, which addresses metropolitan and urban projects.

Finally, 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. This Category 4 project was funded through Proposition 1, which supports several UTP funding categories.

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TxDOT FUNDING CATEGORIES

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



Rehabilitation of Rainbow Bridge

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- US 69 Corridor, Hardin and Tyler Counties: widen from 2 to 4 lanes from Kountze to Warren
- I-10/US 69 North Interchange, Jefferson County: reconstruction of interchange
- I-10/US 69 South Interchange, Jefferson County: reconstruction of interchange

Short Term (Four or fewer years)

- I-10, Jefferson and Chambers Counties: widening from 4 to 6 lanes from Winnie to Beaumont
- US 69, Jefferson County: widening from 4 to 6 lanes from Tram Road south to I-10
- I-10, Orange County: widening from 4 to 6 lanes from east of FM 3247 to Sabine River Bridge
- US 69, Jefferson County: improve interchange at SH 73



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

Beaumont District | Multiple-County Projects

Multi-Segment Projects

US 69		CSJ (Project ID): 0065-06-067		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Freeway - Beaumont to Lumberton	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$2,290,000
Limits From:	US 96, SOUTH	UTP Action:	New Authorization	4 URBAN CONNECTIVITY	\$3,400,000
Limits To:	JEFFERSON C/L	Est Const. Cost:	\$30,000,000	12 STRATEGIC PRIORITY	\$24,310,000
Description:	WIDEN FREEWAY FROM 4 TO 6 LANES - HARDIN COUNTY	Toll:	No	Total	\$30,000,000
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0065-07-065		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Freeway - Beaumont to Lumberton	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$6,000,000
Limits From:	HARDIN C/L, SOUTH	UTP Action:	New Authorization	Total	\$6,000,000
Limits To:	TRAM ROAD	Est Const. Cost:	\$6,000,000		
Description:	WIDEN FREEWAY FROM 4 TO 6 LANES - JEFFERSON COUNTY	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0177-03-099		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Cleveland	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$47,900,000
Limits From:	SAN JACINTO C/L	UTP Action:	No Funding Change	Total	\$47,900,000
Limits To:	.65 MILE SOUTH OF SL 573	Est Const. Cost:	\$47,900,000		
Description:	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS (FUTURE I-69 CORRIDOR) - LIBERTY COUNTY	Toll:	No		
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0200-04-020		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$18,000,000
Limits From:	ANGELINA COUNTY LINE	UTP Action:	New Authorization	Total	\$18,000,000
Limits To:	TYLER COUNTY LINE	Est Const. Cost:	\$18,000,000		
Description:	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED - JASPER COUNTY	Toll:	No		
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0200-05-036		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$90,000,000
Limits From:	JASPER COUNTY LINE	UTP Action:	New Authorization	Total	\$90,000,000
Limits To:	1.35 MI SOUTH OF RR 255	Est Const. Cost:	\$90,000,000		
Description:	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED - TYLER COUNTY	Toll:	No		
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0200-08-049		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$25,000,000
Limits From:	0.1 MI SOUTH OF BLACK CREEK	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$45,000,000
Limits To:	HARDIN COUNTY LINE	Est Const. Cost:	\$70,000,000	Total	\$70,000,000
Description:	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY - TYLER COUNTY	Toll:	No		
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0200-09-069		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$25,000,000
Limits From:	TYLER COUNTY LINE	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$45,000,000
Limits To:	0.75 MI SOUTH OF FM 1003	Est Const. Cost:	\$70,000,000	Total	\$70,000,000
Description:	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY - HARDIN COUNTY	Toll:	No		
		Ranking Tier:	1		

Beaumont District | Chambers County

Individual Projects

FM 565		CSJ (Project ID): 1024-01-077		Programmed Construction Funding	
				Category	Amount
Project:	FM 565 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$39,121,000
Limits From:	SH 99	UTP Action:	No Funding Change	Total	\$39,121,000
Limits To:	SH 146	Est Const. Cost:	\$39,121,000		
Description:	WIDEN TO 4 LANES WITH CLTL AND OVERPASS AT UP RR	Toll:	No		
		Ranking Tier:	2		

Beaumont District | Hardin County

Individual Projects

SH 105		CSJ (Project ID): 0339-04-036		Programmed Construction Funding	
				Category	Amount
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$38,200,000
Limits From:	.10 MILES EAST OF SH 326	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$15,000,000
Limits To:	PINE ISLAND BAYOU	Est Const. Cost:	\$53,200,000	Total	\$53,200,000
Description:	WIDEN TO FOUR LANES WITH CTL	Toll:	No	<i>CAT 12 add \$15M</i>	
		Ranking Tier:	1		

Beaumont District | Jasper County

Multi-Segment Projects

US 96		CSJ (Project ID): 0064-07-044		Programmed Construction Funding	
				Category	Amount
Project:	US 96 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$50,000,000
Limits From:	SABINE CO/L, SOUTH	UTP Action:	No Funding Change	Total	\$50,000,000
Limits To:	0.8 MILES NORTH OF RE 255	Est Const. Cost:	\$50,000,000		
Description:	WIDEN TO FOUR LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	1		

US 96		CSJ (Project ID): 0064-08-062		Programmed Construction Funding	
				Category	Amount
Project:	US 96 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$8,000,000
Limits From:	0.8 MILES NORTH OF RE 255, SOUTH	UTP Action:	No Funding Change	Total	\$8,000,000
Limits To:	RE 255	Est Const. Cost:	\$8,000,000		
Description:	WIDEN TO FOUR LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	1		

Beaumont District | Jefferson County

Multi-Segment Projects

IH 10		CSJ (Project ID): 0028-13-135		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Interchanges - Beaumont	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$300,000,000
Limits From:	HOLLYWOOD OVERPASS, EAST	UTP Action:	No Funding Change	3 DESIGN BUILD	\$81,000,000
Limits To:	7TH STREET	Est Const. Cost:	\$381,000,000	Total	\$381,000,000
Description:	WIDEN FREEWAY TO 6 MAIN LANES AND RECONSTRUCT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 0739-02-140		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Interchanges - Beaumont	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$45,000,000
Limits From:	CR 131 (WALDEN ROAD), EAST	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$155,000,000
Limits To:	HOLLYWOOD OVERPASS	Est Const. Cost:	\$200,000,000	Total	\$200,000,000
Description:	WIDEN FREEWAY TO 6 MAIN LANES AND RECONSTRUCT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 69		CSJ (Project ID): 0200-14-060		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Widen Freeway - Beaumont South	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$35,140,000
Limits From:	IH 10, SE	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$14,850,000
Limits To:	SH 347	Est Const. Cost:	\$49,990,000	Total	\$49,990,000
Description:	WIDEN TO SIX LANES	Toll:	No		
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0200-16-020		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - SH 73 Interchange - Port Arthur	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$70,000,000
Limits From:	AT SH 73	UTP Action:	No Funding Change	Total	\$70,000,000
Limits To:	.	Est Const. Cost:	\$70,000,000		
Description:	RECONFIGURE INTERCHANGE AND ADD DIRECT CONNECTORS	Toll:	No		
		Ranking Tier:	1		

Beaumont District | Liberty County

Multi-Segment Projects

US 90		CSJ (Project ID): 0028-04-069		Programmed Construction Funding	
				Category	Amount
Project:	US 90 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$40,000,000
Limits From:	FM 160, EAST	UTP Action:	No Funding Change	Total	\$40,000,000
Limits To:	SH 61	Est Const. Cost:	\$40,000,000		
Description:	WIDEN & RECONSTRUCT TO 4 LANE DIVIDED RURAL	Toll:	No		
		Ranking Tier:	1		

US 90		CSJ (Project ID): 0028-04-077		Programmed Construction Funding	
				Category	Amount
Project:	US 90 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$8,250,000
Limits From:	FM 563	UTP Action:	No Funding Change	Total	\$8,250,000
Limits To:	FM 160	Est Const. Cost:	\$8,250,000		
Description:	WIDEN TO 4 LANES WITH CLTL	Toll:	No		
		Ranking Tier:	1		

Beaumont District | Newton County

Individual Projects

SH 63		CSJ (Project ID): 0214-03-032		Programmed Construction Funding	
				Category	Amount
Project:	SH 63 - Bridge Replacement	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$11,100,000
Limits From:	ON TEXAS SIDE OF SABINE RIVER	UTP Action:	New Authorization	6 BRIDGE PROGRAM	\$1,900,000
Limits To:	.	Est Const. Cost:	\$13,000,000	Total	\$13,000,000
Description:	REPLACE AND REALIGN BRIDGE APPROACH	Toll:	No		
		Ranking Tier:	2		

Beaumont District | Orange County

Individual Projects

IH 10		CSJ (Project ID): 0028-14-091		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Orange	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$31,670,000
Limits From:	0.54 MILES EAST OF FM 3247	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$18,400,000
Limits To:	SABINE RIVER BRIDGE	Est Const. Cost:	\$50,070,000	Total	\$50,070,000
Description:	WIDEN EXISTING MAINLANES FROM 4 TO 6 LANES	Toll:	No		
		Ranking Tier:	1		

Beaumont District | Tyler County

Individual Projects

US 190		CSJ (Project ID): 0213-06-041		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$6,000,000
Limits From:	POLK CO/L, EAST	UTP Action:	New Authorization	Total	\$6,000,000
Limits To:	0.299 MILES, WEST OF FM 256	Est Const. Cost:	\$6,000,000		
Description:	CONSTRUCT PASSING LANES	Toll:	No		
		Ranking Tier:	2		

Brownwood District

2020 Unified Transportation Program (UTP)

The Brownwood District plans, designs, builds, operates and maintains the state transportation system in its nine counties. Brownwood prioritizes asset preservation and safety projects that are vital in rural areas of the state. The district features wide-ranging weather patterns, including warm, dry weather and extended drought conditions, along with occasional spells of icy, winter weather. District staff approach these challenges with proactive maintenance and design to maintain district assets and focus on the safety of the traveling public.



Did You Know?

- The Brownwood District consistently ranks at the top of TxDOT districts in terms of pavement condition scores.
- The district is home to the last suspension bridge open to vehicular traffic in Texas, the Regency Bridge north of San Saba.

★ DISTRICT HIGHLIGHTS

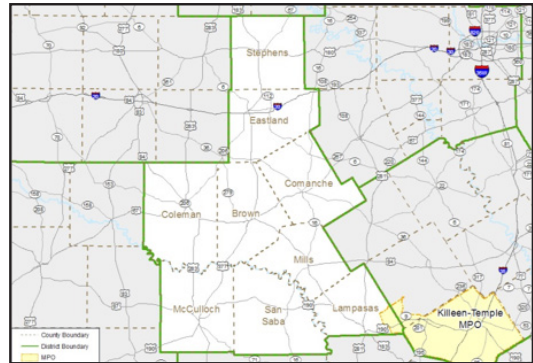
I-20 passes through the northern part of the district, and one section near Ranger Hill has the steepest grade in Texas. This roadway, originally identified as US 80, was not fully redesigned to address increased traffic when it was converted to an interstate. The steep grade creates congestion problems during inclement weather, with vehicles struggling up the hill against snow and ice.

Teaming with the community, stakeholders, and other partners, district staff developed a plan to address this challenge in an accelerated fashion. The staff is now working to realign and rebuild I-20 along that stretch, straightening out its curve and reducing the hill's grade. The district is also adding a third westbound climbing lane to accommodate slower vehicles. As the largest project ever awarded in the district, the Ranger Hill project will total more than \$76 million in improvements to benefit the community, addressing both regional connectivity needs and safety concerns. Being more than one-third complete, work continues toward a completion date of September 2020.

Planning and Programming

In Brownwood, the district staff takes pride in what it does to address the needs of the district. They routinely evaluate roadways and corridors for improvements, such as added traffic capacity, safety upgrades and pavement reconstruction. TxDOT staff live and work in the district and are intimately familiar with the roadways and public needs.

The district remains flexible to accommodate long-term needs, but it keeps the overall approach simple. Through the project development process, district staff gather input from residents and stakeholders through public meetings, informal meetings, and phone calls. Staff also work hard to build a level of trust so they can gauge needs and plan and program projects that will positively impact the community.



FAST FACTS

Population	Nearly 130,000
Square Miles	More than 8,600
Daily Vehicle Miles	5.9 Million
Lane Miles	More than 5,800
Registered Vehicles	Nearly 160,000

How to Stay Involved

- [Brownwood TxDOT District page](#)
- [District Projects and Studies page](#)
- [TxDOT Hearings and Meetings schedule](#)
- [Hill County Transit District: regional public transit system](#)



@TXDOTBWD

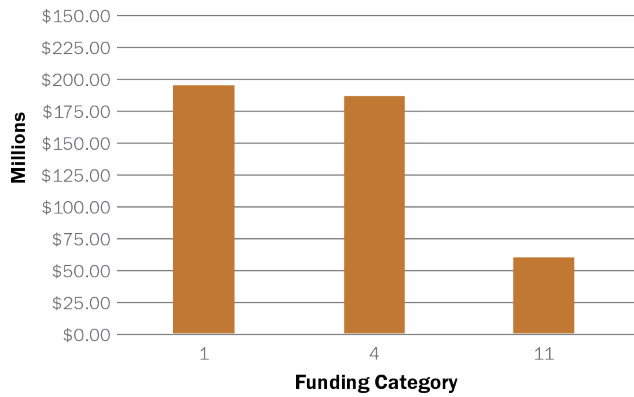
ANDREW.CARLSON@TXDOT.GOV

2495 US 183 NORTH, BROWNWOOD, TX 76802

(325) 646-2591

🔗 website URLs are found on the Resources Page

Brownwood District: 2020 Planning Targets by Category



Priorities

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

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

For example, the I-20 Ranger Hill project used a combination of Category 4, 8, and 11 funding. Another example is an effort to improve connectivity along SH 6 from southeast of De Leon to I-20. Several projects together will total more than \$40 million in improvements to convert SH 6 to a Super 2 through Comanche and Eastland Counties. This conversion will improve connectivity for travelers to and from I-20 and will use Category 4 rural connectivity funding. Additionally, nearly \$10 million in improvements will be made to SH 6 through De Leon. Improvements to SH 6 within De Leon city limits will widen the roadway to include two travel lanes in each direction and a continuous center turn lane to enhance traffic flow for local traffic and travelers passing through the area.



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

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TxDOT FUNDING CATEGORIES

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



US 377 Public Meeting, Brownwood

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- US 281 South, Lampasas County: widen undivided four lane roadway to divided four lane roadway with flush median
- FM 45, San Saba County: reconstruct existing two-lane highway
- US 377, McCulloch County: reconstruct existing two-lane highway in Brady

Short Term (Four or fewer years)

- SH 6, Comanche County: reconstruct and widen urban roadway in De Leon
- SH 206, Coleman County: reconstruct urban roadway
- SH 6, Comanche and Eastland counties: addition of passing lanes for Super 2 highway
- SH 6 Eastland County: Reconstruct and widen urban roadway
- US 377, Brown County: Improvements to intersection with Austin Ave. for turning movements and additional upgrades



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2495 US 183 NORTH, BROWNWOOD, TX 76802

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🔗 website URLs are found on the Resources Page

Brownwood District | Multiple-County Projects

Multi-Segment Projects

US 190		CSJ (Project ID): 0231-01-003		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$4,700,000
Limits From:	US 190 W OF FM 2657	UTP Action:	No Funding Change	Total	\$4,700,000
Limits To:	CORYELL COUNTY LINE	Est Const. Cost:	\$4,700,000		
Description:	WIDEN FROM TWO LANES TO FOUR LANES DIVIDED AND CONSTRUCT INTERCHANGE - LAMPASAS COUNTY	Toll:	No		
		Ranking Tier:	2		

Brownwood District | Coleman County

Individual Projects

US 67		CSJ (Project ID): 0054-04-111		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$21,390,960
Limits From:	BROWN C/L	UTP Action:	New Authorization	Total	\$21,390,960
Limits To:	SANTA ANNA CITY LIMITS	Est Const. Cost:	\$21,390,960		
Description:	RECONSTRUCT EXISTING 4 LANE UNDIVIDED TO 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

Brownwood District | Comanche County

Multi-Segment Projects

SH 6		CSJ (Project ID): 0257-05-046		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,446,500
Limits From:	EASTLAND COUNTY LINE	UTP Action:	No Funding Change	Total	\$10,446,500
Limits To:	SH 16	Est Const. Cost:	\$10,446,500		
Description:	CONSTRUCT SUPER 2 HIGHWAY INCLUDING SAFETY TREAT FIXED OBJECTS, BRIDGE RAIL REPLACEMENT, UPGRADE MBGF, CENTER & EDGLINE RUMBLE STRIPS, PAVEMENT STRUCTURE REPAIR, AND SURFACING.	Toll:	No		
		Ranking Tier:	2		

SH 6		CSJ (Project ID): 0257-05-047		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$6,641,000
Limits From:	DELEON EAST CITY LIMITS	UTP Action:	Funding Adjustment	Total	\$6,641,000
Limits To:	ERATH C/L	Est Const. Cost:	\$6,641,000	<i>CAT 4 increased \$2.5M</i>	
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	2		

Individual Projects

SH 6		CSJ (Project ID): 0257-05-045		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,000,000
Limits From:	SH 16 NORTH	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	EAST CITY LIMIT OF DELEON	Est Const. Cost:	\$10,000,000		
Description:	EXPAND 2 LANES TO 4 LANES WITH TWLTL INCLUDING GRADING, STOR M DRAIN, C&G,ACP,TRAFFICSIGNAL AND ILLUMINATION	Toll:	No		
		Ranking Tier:	2		

Brownwood District | Eastland County

Multi-Segment Projects

SH 6		CSJ (Project ID): 0257-03-033		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$7,084,000
Limits From:	IH 20	UTP Action:	Funding Adjustment	Total	\$7,084,000
Limits To:	SL 389	Est Const. Cost:	\$7,084,000	<i>CAT 4 increased \$2.5M</i>	
Description:	CONSTRUCT SUPER 2 HIGHWAY INCLUDING SAFETY TREAT FIXED OBJECTS, BRIDGE RAIL REPLACEMENT, UPGRADE MBGF, CENTER & EDGLINE RUMBLE STRIPS, PAVEMENT STRUCTURE REPAIR, AND SURFACING.	Toll:	No		
		Ranking Tier:	2		

SH 6		CSJ (Project ID): 0257-04-029		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$8,196,000
Limits From:	SL 389	UTP Action:	Funding Adjustment	Total	\$8,196,000
Limits To:	0.18 MI. N. OF CRESSENT ST	Est Const. Cost:	\$8,196,000	<i>CAT 4 increased \$2.5M</i>	
Description:	CONSTRUCT SUPER 2 HIGHWAY INCLUDING SAFETY TREAT FIXED OBJECTS, BRIDGE RAIL REPLACEMENT, UPGRADE MBGF, CENTER & EDGLINE RUMBLE STRIPS, PAVEMENT STRUCTURE REPAIR, AND SURFACING.	Toll:	No		
		Ranking Tier:	2		

Individual Projects

SH 6		CSJ (Project ID): 0257-04-031		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$9,350,000
Limits From:	0.18 MI. N. OF CRESSENT ST	UTP Action:	Funding Adjustment	Total	\$9,350,000
Limits To:	COMANCHE C/L	Est Const. Cost:	\$9,350,000	<i>CAT 4 increased \$2.5M</i>	
Description:	RECONSTRUCT ROADWAY AND ADD TWO WAY LEFT TURN LANE	Toll:	No		
		Ranking Tier:	2		

Brownwood District | Lampasas County

Individual Projects

US 281		CSJ (Project ID): 0251-04-023		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$30,000,000
Limits From:	0.95 MI. S OF CORYELL C/L	UTP Action:	New Authorization	Total	\$30,000,000
Limits To:	FM 581	Est Const. Cost:	\$30,000,000		
Description:	BUILD 4 LANE DIVIDED FACILITY	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0251-05-054		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$32,000,000
Limits From:	FM 581	UTP Action:	New Authorization	Total	\$32,000,000
Limits To:	3.9 MI. N OF US 183	Est Const. Cost:	\$32,000,000		
Description:	BUILD 4 LANE DIVIDED FACILITY	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0251-06-036		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$12,500,000
Limits From:	US 183	UTP Action:	New Authorization	Total	\$12,500,000
Limits To:	BURNET COUNTY LINE	Est Const. Cost:	\$12,500,000		
Description:	WIDEN 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH FLUSH MEDIAN, STORM DRAIN, C&G, AND SIDEWALK	Toll:	No		
		Ranking Tier:	1		

US 183		CSJ (Project ID): 0272-06-031		Programmed Construction Funding	
				Category	Amount
Project:	US 183 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$16,525,000
Limits From:	8.53 MI. NORTHWEST OF LAMPASAS	UTP Action:	New Authorization	Total	\$16,525,000
Limits To:	US 190 LOMETA	Est Const. Cost:	\$16,525,000		
Description:	BUILD FOUR LANE DIVIDED FACILITY AND TURN LANES	Toll:	No		
		Ranking Tier:	1		

US 183		CSJ (Project ID): 0272-06-032		Programmed Construction Funding	
				Category	Amount
Project:	US 183 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$17,175,000
Limits From:	0.46 MI. S OF LOMETA	UTP Action:	New Authorization	Total	\$17,175,000
Limits To:	8.53 MI. NORTHWEST OF LAMPASAS	Est Const. Cost:	\$17,175,000		
Description:	BUILD FOUR LANE UNDIVIDED FACILITY_AND TURN LANES	Toll:	No		
		Ranking Tier:	1		

Bryan District

2020 Unified Transportation Program (UTP)

While primarily rural, the Bryan District is also home to Texas A&M University – the largest university in Texas. Centrally located within the Texas Triangle, the Bryan District is responsible for maintaining a network of interstate and state highways that facilitate traffic between Texas’ major metropolitan areas. The university’s presence and central location have also helped foster a growing biotech industry.



Did You Know?

- The number of people in Brazos County can nearly double in size during Texas A&M home football games.
- The Bryan District is nearly equidistant from the four largest metropolitan areas in Texas.

★ DISTRICT HIGHLIGHTS

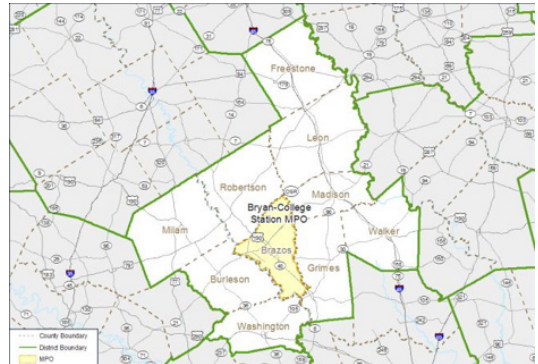
Every year, the district sees an influx of drivers new to the district as one Texas A&M class graduates and another begins. District staff work closely with the university to provide for the safety of travelers near the campus, partnering with them to identify and address transportation needs.

For example, the intersection at George Bush Drive and Wellborn Road – near Kyle Field – handles vehicle, pedestrian, bicycle, and train traffic. During events like a home football game, the intersection handles a sizeable increase in traffic volume. To address this challenge, the district is working to reconstruct the intersection to give both trains and bicyclists their own travel spaces separate from the roadway. Additionally, as part of this project, the district is partnering with the university to mitigate congestion and safety impacts for campus events and students getting to and from class.

Planning and Programming

As a crossroads of Central Texas, the challenges in the Bryan District include balancing the statewide needs of through-traffic on highways with the needs of residents. Additionally, residents’ needs are diverse, with both rural and urban priorities associated with the cities of Bryan and College Station.

District staff’s planning and programming processes address these needs through collaboration and communication. The staff works diligently to build open lines of communication and trust with residents and businesses, which helps it identify long- and short-term needs – especially in rural areas. Additionally, the district works with the Bryan/College Station Metropolitan Planning Organization on urban planning. Outreach efforts range from public meetings in local communities to face-to-face discussions with residents and stakeholders. Whenever possible, the district also incorporates social media and other innovative methods to gather additional input.



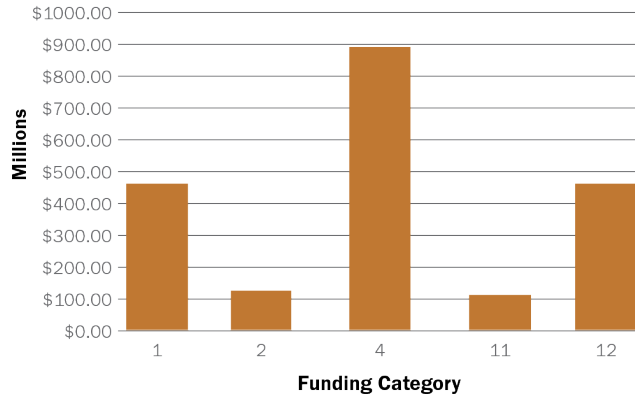
FAST FACTS

Population	More than 460,000
Square Miles	7,700
Daily Vehicle Miles	14.5 Million
Lane Miles	Nearly 7,200
Registered Vehicles	Nearly 415,000

How to Stay Involved

- Bryan TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- Bryan/College Station Metropolitan Planning Organization: [learn more about the metropolitan planning organization](#)

Bryan District: 2020 Planning Targets by Category



Priorities

In the Bryan District, staff aligns resources with local partners to make the transportation system work for those traveling through the district, as well as those that call the district home. The district focuses 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 for metro Houston and Galveston. 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.

Another important project will use Category 4 rural connectivity funding to make more than \$121 million worth of improvements to widen US 190 between Bryan/College Station and I-45. In addition to improving traffic flow east of Bryan/College Station, the corridor is designated as the I-14 Central Texas Corridor and links military deployment facilities across Texas and Louisiana.

12

TxDOT FUNDING CATEGORIES

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



SH 21 Open House, Madisonville

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- US 79, Leon County: widen highway to four lanes
- US 290, Washington County: improve interchange

Short Term (Four or fewer years)

- FM 2818, Brazos County: add capacity and improve intersections
- 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



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

@TXDOTBRYAN

BOBBY.COLWELL@TXDOT.GOV

2591 NORTH EARL RUDDER FREEWAY, BRYAN, TX 77803

(979) 778-9764

website URLs are found on the Resources Page

Bryan District | Multiple-County Projects

Multi-Segment Projects

US 190		CSJ (Project ID): 0185-02-036		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$14,200,000
Limits From:	THE BELL COUNTY LINE	UTP Action:	No Funding Change	Total	\$14,200,000
Limits To:	2.0 MI.EAST OF THE BELL COUNTY LINE	Est Const. Cost:	\$14,200,000		
Description:	WIDEN FROM 2 LANE TO 4 LANE DIVIDED RURAL - MILAM COUNTY	Toll:	No		
		Ranking Tier:	2		

Bryan District | Brazos County

Multi-Segment Projects

BS 6-R		CSJ (Project ID): 0049-09-076		Programmed Construction Funding	
				Category	Amount
Project:	BS 6-R - Safety and Pedestrian Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$6,000,000
Limits From:	SH 21	UTP Action:	No Funding Change	Total	\$6,000,000
Limits To:	FM 158	Est Const. Cost:	\$6,000,000		
Description:	RAISED MEDIAN AND SIDEWALKS	Toll:	No		
		Ranking Tier:	2		

BS 6-R		CSJ (Project ID): 0050-01-083		Programmed Construction Funding	
				Category	Amount
Project:	BS 6-R - Safety and Pedestrian Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$4,000,000
Limits From:	FM 158	UTP Action:	No Funding Change	Total	\$4,000,000
Limits To:	FM 60	Est Const. Cost:	\$4,000,000		
Description:	RAISED MEDIAN AND SIDEWALKS	Toll:	No		
		Ranking Tier:	2		

Individual Projects

SH 6		CSJ (Project ID): 0049-12-110		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Widen Freeway - Bryan/College Station	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$102,100,000
Limits From:	SH 21	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$12,000,000
Limits To:	BS-6R SOUTH	Est Const. Cost:	\$174,320,000	4 URBAN CONNECTIVITY	\$60,220,000
Description:	WIDEN FROM 4 LANE DIVIDED TO 6 LANE DIVIDED	Toll:	No	Total	\$174,320,000
		Ranking Tier:	1		

SH 6		CSJ (Project ID): 0050-02-106		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Widen Freeway - College Station	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$15,000,000
Limits From:	BS-6R SOUTH	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$27,000,000
Limits To:	SH 40	Est Const. Cost:	\$42,000,000	Total	\$42,000,000
Description:	WIDEN FREEWAY FACILITY	Toll:	No		
		Ranking Tier:	1		

SH 21		CSJ (Project ID): 0117-01-051		Programmed Construction Funding	
				Category	Amount
Project:	SH 21 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$13,000,000
Limits From:	BS 6-R	UTP Action:	No Funding Change	Total	\$13,000,000
Limits To:	SH 6	Est Const. Cost:	\$13,000,000		
Description:	WIDEN NON-FREEWAY FACILITY	Toll:	No		
		Ranking Tier:	2		

SH 308		CSJ (Project ID): 0599-01-009		Programmed Construction Funding	
				Category	Amount
Project:	SH 308 - Pedestrian, Sidewalks & Curb Ramps	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$500,000
Limits From:	HENSEL PARK	UTP Action:	New Authorization	Total	\$500,000
Limits To:	FM 60	Est Const. Cost:	\$500,000		
Description:	CONSTRUCT SIDEWALKS & SHARED USE PATH	Toll:	No		
		Ranking Tier:	3		

FM 158		CSJ (Project ID): 0212-03-050		Programmed Construction Funding	
				Category	Amount
Project:	FM 158 - Pedestrian, Sidewalks & Curb Ramps	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$11,000,000
Limits From:	BS 6-R	UTP Action:	No Funding Change	Total	\$11,000,000
Limits To:	SH 6	Est Const. Cost:	\$11,000,000		
Description:	RAISED MEDIAN, DECEL LANE, SIDEWALKS	Toll:	No		
		Ranking Tier:	3		

FM 2154		CSJ (Project ID): 0540-04-074		Programmed Construction Funding	
				Category	Amount
Project:	FM 2154 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$29,000,000
Limits From:	SH 40	UTP Action:	No Funding Change	Total	\$29,000,000
Limits To:	GREENS PRAIRIE TRAIL	Est Const. Cost:	\$29,000,000		
Description:	WIDEN NON-FREEWAY FACILITY	Toll:	No		
		Ranking Tier:	3		

FM 2818		CSJ (Project ID): 2399-01-074		Programmed Construction Funding	
				Category	Amount
Project:	FM 2818 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$38,710,000
Limits From:	0.5 MILES NORTH OF FM 60	UTP Action:	Funding Adjustment	Total	\$38,710,000
Limits To:	FM 2154	Est Const. Cost:	\$38,710,000	<i>CAT 2 increased \$5.5M</i>	
Description:	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, BASE, STRUCTURES, SURFACE, AND CONC MEDIAN BARRIER	Toll:	No		
		Ranking Tier:	2		

Various		CSJ (Project ID): 0917-29-132		Programmed Construction Funding	
				Category	Amount
Project:	Various - Pedestrian, Sidewalks & Curb Ramps	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$10,160,000
Limits From:	VARIOUS LOCATIONS	UTP Action:	No Funding Change	Total	\$10,160,000
Limits To:	.	Est Const. Cost:	\$10,160,000		
Description:	MPO SELECTED PEDESTRIAN PROJECTS	Toll:	No		
		Ranking Tier:	3		

Bryan District | Burleson County

Multi-Segment Projects

FM 60		CSJ (Project ID): 0648-03-049		Programmed Construction Funding	
				Category	Amount
Project:	FM 60 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$14,000,000
Limits From:	SH 36	UTP Action:	New Authorization	Total	\$14,000,000
Limits To:	2.0 MILES EAST OF SH 36 NEAR CR 426	Est Const. Cost:	\$14,000,000		
Description:	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES BASE AND SURFACING	Toll:	No		
		Ranking Tier:	2		

FM 60		CSJ (Project ID): 0648-03-051		Programmed Construction Funding	
				Category	Amount
Project:	FM 60 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$38,000,000
Limits From:	2.0 MI EAST OF SH 36 NEAR CR 426	UTP Action:	New Authorization	Total	\$38,000,000
Limits To:	0.8 MI WEST OF FM 2039	Est Const. Cost:	\$38,000,000		
Description:	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES BASE AND SURFACING	Toll:	No		
		Ranking Tier:	2		

Bryan District | Freestone County

Multi-Segment Projects

IH 45		CSJ (Project ID): 0675-01-069		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Frontage Road Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,000,000
Limits From:	US 84	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	1.6 MILES NORTH OF FM 27	Est Const. Cost:	\$10,000,000		
Description:	ONE-WAY FRONTAGE ROAD CONVERSION	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0675-02-080		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Frontage Road Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$8,000,000
Limits From:	1.5 MILES SOUTH OF US 84	UTP Action:	No Funding Change	Total	\$8,000,000
Limits To:	US 84	Est Const. Cost:	\$8,000,000		
Description:	ONE-WAY FRONTAGE ROAD CONVERSION	Toll:	No		
		Ranking Tier:	1		

Bryan District | Leon County

Individual Projects

US 79		CSJ (Project ID): 0205-04-047		Programmed Construction Funding	
				Category	Amount
Project:	US 79 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$80,000,000
Limits From:	FIVE LANE SECTION IN BUFFALO	UTP Action:	No Funding Change	Total	\$80,000,000
Limits To:	FM 39	Est Const. Cost:	\$80,000,000		
Description:	WIDEN TO FOUR LANE DIVIDED RURAL SECTION	Toll:	No		
		Ranking Tier:	1		

Bryan District | Madison County

Multi-Segment Projects

US 190		CSJ (Project ID): 0117-03-024		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$23,000,000
Limits From:	BRAZOS COUNTY LINE	UTP Action:	No Funding Change	Total	\$23,000,000
Limits To:	1.1 MI WEST OF FM 39	Est Const. Cost:	\$23,000,000		
Description:	WIDEN TO 4 LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	2		

US 190		CSJ (Project ID): 0117-04-031		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$56,000,000
Limits From:	1.6 MI EAST OF FM 39	UTP Action:	No Funding Change	Total	\$56,000,000
Limits To:	MARTIN L KING BLVD.	Est Const. Cost:	\$56,000,000		
Description:	WIDEN TO 4 LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	2		

US 190		CSJ (Project ID): 0117-10-001		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - New Location Non-Freeway - North Zulch	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$42,000,000
Limits From:	1.1 MI WEST OF FM 39	UTP Action:	No Funding Change	Total	\$42,000,000
Limits To:	1.6 MI EAST OF FM 39	Est Const. Cost:	\$42,000,000		
Description:	CONSTRUCT 4 LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	2		

US 190		CSJ (Project ID): 0117-04-043		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Madisonville Relief Route	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$60,000,000
Limits From:	0.7 Mi E of FM 1452	UTP Action:	New Authorization	Total	\$60,000,000
Limits To:	SS 174	Est Const. Cost:	\$60,000,000		
Description:	NEW NON-FREEWAY FACILITY LOOP AROUND MADISONVILLE WITH UPGRADE STANDARDS	Toll:	No		
		Ranking Tier:	1		

US 190		CSJ (Project ID): 0117-05-053		Programmed Construction Funding	
				Category	Amount
Project:	US 190 - Madisonville Relief Route	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$100,000,000
Limits From:	SS 174	UTP Action:	New Authorization	Total	\$100,000,000
Limits To:	0.3 Mi W OF FM 2346	Est Const. Cost:	\$100,000,000		
Description:	NEW NON-FREEWAY FACILITY LOOP AROUND MADISONVILLE WITH UPGRADE STANDARDS	Toll:	No		
		Ranking Tier:	1		

Bryan District | Walker County

Multi-Segment Projects

IH 45		CSJ (Project ID): 0675-06-108		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Widen Freeway - Huntsville	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$30,000,000
Limits From:	SH 30	UTP Action:	No Funding Change	Total	\$30,000,000
Limits To:	0.9 MILES NORTH OF SH 30	Est Const. Cost:	\$30,000,000		
Description:	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE BASE, HMA, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0675-07-097		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Widen Freeway - Huntsville	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$170,000,000
Limits From:	0.3 MILES NORTH OF SH 19	UTP Action:	No Funding Change	Total	\$170,000,000
Limits To:	SH 30	Est Const. Cost:	\$170,000,000		
Description:	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE BASE, HMA, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 45		CSJ (Project ID): 0675-06-103		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Widen Freeway - Huntsville	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$210,000,000
Limits From:	SH 30	UTP Action:	No Funding Change	Total	\$210,000,000
Limits To:	0.7 MILES SOUTH OF FM 1696	Est Const. Cost:	\$210,000,000		
Description:	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE BASE, HMA, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0675-06-105		Programmed Construction Funding		
				Category	Amount	
Project:	IH 45 - Widen Freeway - North of Huntsville			12	STRATEGIC PRIORITY	\$267,800,000
Limits From:	0.7 MILES SOUTH OF FM 1696	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$267,800,000
Limits To:	0.8 MILES NORTH OF FM 2989	UTP Action:	New Authorization			
Description:	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE BASE, HMA, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS					
		Est Const. Cost:	\$267,800,000			
		Toll:	No			
		Ranking Tier:	1			

Bryan District | Washington County

Individual Projects

US 290		CSJ (Project ID): 0186-06-082		Programmed Construction Funding		
				Category	Amount	
Project:	US 290 - Interchange - Brenham			4	REGIONAL CONNECTIVITY	\$50,000,000
Limits From:	0.2 MILES NORTH OF BU 290	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$50,000,000
Limits To:	0.2 MILES SOUTH OF BU 290	UTP Action:	No Funding Change			
Description:	IMPROVE CLOVERLEAF INTERCHANGE					
		Est Const. Cost:	\$50,000,000			
		Toll:	No			
		Ranking Tier:	1			

Childress District

2020 Unified Transportation Program (UTP)

The Childress rural district’s roads and highways connect local towns with farming and ranching operations within 13 counties. The district works closely with landowners in project development and completes all designs in-house. As a result, Childress staff have a deep knowledge of district projects and planning, and serve as an accessible resource for engaged local community members.



Did You Know?

- The Childress District is TxDOT’s ninth largest in area, but it is the least populated district.
- Our district was the first to use a Super 2 design, a passing lane that is added to a two-lane rural highway.

★ DISTRICT HIGHLIGHTS

Providing access to emergency services in Memphis is a major priority for the district’s citizens. Yet, at times, local roads create delays for these urgent trips, especially at rail crossings. Historically, the highways and rail lines in the district’s small towns were built for the swift export of cotton and grains – not in-town travel.

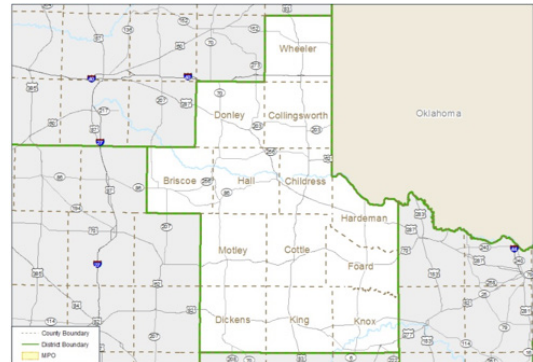
To address this challenge, the district worked with Hall County officials and local citizens to design an overpass on FM 1547 to improve access from one side of Memphis to the other. This new piece of infrastructure allows traffic to bypass train traffic and includes sidewalks to make walking safer.

The project was developed by district staff and focused on the goals of safety and accessibility. Staff considered input from public meetings and even incorporated cotton bolls in the design to display pride in the district’s chief crop. Upon completion in 2016, the project was widely-celebrated, with opening fanfare that included a ribbon cutting and an antique car parade.

Planning and Programming

The dedicated Childress staff is responsible for planning and designing all projects. As a result, no one knows the district’s roads and bridges better than the district planners and engineers. Staff also works closely with local residents to integrate their concerns into project development.

The approach to planning combines this local knowledge with a data-driven review process. Staff look at maintenance needs, traffic counts, accidents, and pavement quality to determine which investments are the most needed in the district.



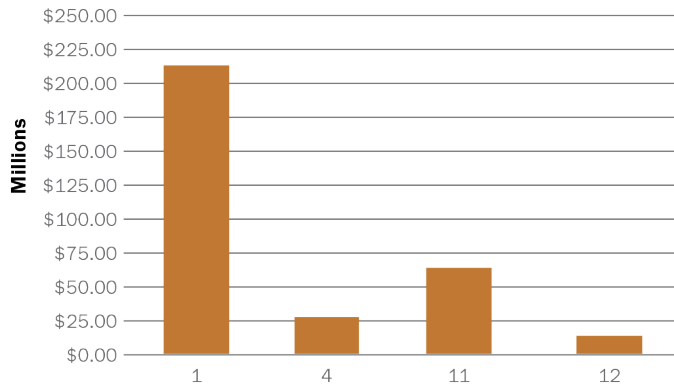
FAST FACTS

Population	Nearly 40,000
Square Miles	More than 11,000
Daily Vehicle Miles	Nearly 12,000
Lane Miles	5,500
Registered Vehicles	More than 44,000

How to Stay Involved

- Childress TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Rolling Plains Organization for Rural Transportation:** get involved with rural transportation plans
- Contact the District by [email](#)

Childress District: 2020 Planning Targets by Category



Priorities

The district’s major focus is preventive maintenance and rehabilitation of the transportation network. These roads serve farming and ranching communities within the district, as well as energy industry traffic. The district is one of TxDOT’s largest, with 5,500 lane miles to maintain. With so many roads, the district carefully considers which projects will address its greatest needs.

Accordingly, the district uses Category 1 funding to complete these important maintenance projects, such as 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, then 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. Finally, Category 11 funding supports road rehabilitation, and typically funds one smaller project each UTP cycle. Future energy projects will be funded through Category 11; currently, there are no energy projects planned within the next four years.

The district’s priorities are consistently shaped and sharpened by input it receives from residents. Most of the Childress staff are from the region, making them an approachable resource for questions and feedback. The closeness of these relationships means local communities are educated and aware of TxDOT’s priorities for the district.

12

TxDOT FUNDING CATEGORIES

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



2016 parade in Memphis for new FM 1547 bridge

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- SH 152, Wheeler County: Super 2 project
- US 83, Wheeler, Collingsworth Counties: Super 2 project
- US 287, Donley County: Concrete Pavement
- US 287, Hall County: Concrete Pavement

Short Term (Four or fewer years)

- US 82, Knox County: Super 2 project
- US 83, Collingsworth, Childress Counties: Super 2 project
- US 287, Hall County: Realignment
- FM 680, Hardeman County: New location
- US 70, Foard County: Rehabilitation



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

@TXDOTCHILDRESS

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7599 US 287, CHILDRESS, TX 79201

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website URLs are found on the Resources Page

Childress District | Multiple-County Projects

Multi-Segment Projects

US 83		CSJ (Project ID): 0031-01-022		Programmed Construction Funding	
Project:		US 83 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	FM 2033, SOUTH	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$1,720,000
Limits To:	COLLINGSWORTH C/L	UTP Action:	New Authorization	Total	\$1,720,000
Description:	SUPER 2 - WHEELER COUNTY	Est Const. Cost:	\$1,720,000		
		Toll:	No		
		Ranking Tier:	2		

US 83		CSJ (Project ID): 0031-02-029		Programmed Construction Funding	
Project:		US 83 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	WHEELER C/L, SOUTH	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$6,100,000
Limits To:	7.551 MILES SOUTH OF WHEELER C/L, S	UTP Action:	New Authorization	Total	\$6,100,000
Description:	SUPER 2 - COLLINGSWORTH COUNTY	Est Const. Cost:	\$6,100,000		
		Toll:	No		
		Ranking Tier:	2		

US 83		CSJ (Project ID): 0031-03-044		Programmed Construction Funding	
Project:		US 83 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	7.551 MILES SOUTH OF WHEELER C/L, S	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$1,400,000
Limits To:	FM 1439	UTP Action:	New Authorization	Total	\$1,400,000
Description:	SUPER 2 - COLLINGSWORTH COUNTY	Est Const. Cost:	\$1,400,000		
		Toll:	No		
		Ranking Tier:	2		

FM 268		CSJ (Project ID): 0704-02-022		Programmed Construction Funding	
Project:		FM 268 - Widen Non-Freeway		Category	Amount
Limits From:	US 287, EAST	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$5,186,000
Limits To:	FM 1033	UTP Action:	New Authorization	Total	\$5,186,000
Description:	WIDENING OF NON-FREEWAY FACILITY - CHILDRESS COUNTY	Est Const. Cost:	\$5,186,000		
		Toll:	No		
		Ranking Tier:	3		

FM 268		CSJ (Project ID): 2533-01-015		Programmed Construction Funding	
Project:		FM 268 - Widen Non-Freeway		Category	Amount
Limits From:	CHILDRESS C/L, SOUTH	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$4,065,000
Limits To:	US 287	UTP Action:	New Authorization	Total	\$4,065,000
Description:	WIDENING OF NON-FREEWAY FACILITY - HARDEMAN COUNTY	Est Const. Cost:	\$4,065,000		
		Toll:	No		
		Ranking Tier:	3		

FM 268		CSJ (Project ID): 2533-02-008		Programmed Construction Funding	
Project:		FM 268 - Widen Non-Freeway		Category	Amount
Limits From:	FM 1033, EAST	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$1,949,000
Limits To:	HARDEMAN C/L	UTP Action:	New Authorization	Total	\$1,949,000
Description:	WIDENING OF NON-FREEWAY FACILITY - CHILDRESS COUNTY	Est Const. Cost:	\$1,949,000		
		Toll:	No		
		Ranking Tier:	3		

Childress District | Hall County

Individual Projects

US 287		CSJ (Project ID): 0042-09-124		Programmed Construction Funding	
				Category	Amount
Project:	US 287 - Realignment	Est. Let Date:	FY 2020-2023 (Construct)	6 BRIDGE PROGRAM	\$142,200
Limits From:	348' SOUTH OF 2ND STREET, SOUTH	UTP Action:	No Funding Change	4 REGIONAL CONNECTIVITY	\$8,000,000
Limits To:	1.692 MILES	Est Const. Cost:	\$8,142,200	Total	\$8,142,200
Description:	REALIGNMENT	Toll:	No		
		Ranking Tier:	1		

Childress District | Knox County

Individual Projects

US 82		CSJ (Project ID): 0133-03-038		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$9,000,000
Limits From:	578' WEST OF FM 267 (N INT), EAST	UTP Action:	No Funding Change	Total	\$9,000,000
Limits To:	BAYLOR C/L	Est Const. Cost:	\$9,000,000		
Description:	SUPER 2	Toll:	No		
		Ranking Tier:	2		

Corpus Christi District

2020 Unified Transportation Program (UTP)

The Corpus Christi District is best known for the diversity of its landscapes, including barrier islands, coastal plains, and caliche hills. The beauty of these natural resources attracts tourists and seasonal residents. The district works to maintain a transportation system that accommodates this influx, while providing access to key destinations, such as the Port of Corpus Christi, three major military facilities, and two universities.



Did You Know?

- M-69 is Texas' only Marine Highway, a special designation allowing TxDOT and port authorities to develop more projects along this important waterway.
- Built for cotton exports in 1926, the Port of Corpus Christi (also known as "The Energy Port of the Americas"), now ranks fourth nationally in total tonnage arriving or departing from the district's South Texas shores and is the leading port for U.S. crude oil exports.

★ DISTRICT HIGHLIGHTS

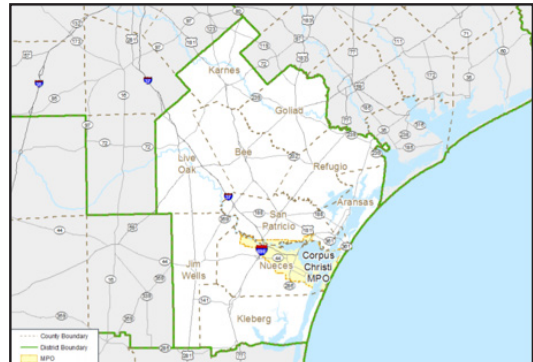
The Port Aransas Ferry is a unique part of TxDOT's transportation system. Operating as a link across the Corpus Christi Ship Channel, TxDOT's fleet of eight ferries travels from the mainland to Port Aransas, connecting commuters and tourists to destinations like the Padre Island National Seashore and Mustang Island.

The District is uniquely positioned at the nexus of four proposed I-69 routes: US 77, US 281, US 59, and SH 44. These routes total about 322 miles of highway, more than in any other district. The first segment of designated I-69 in Texas (6.2 miles) was dedicated on December 5, 2011, in Robstown, Texas. An additional 16.2 miles of these highways are under construction, and once completed will also meet interstate standards. The continued upgrade of these corridors is important to address not only Port-to-Port and rural connectivity, but also facilitate the freight movement generated by oil and gas activity.

Planning and Programming

The district works closely with local government officials and stakeholders to identify its greatest needs, especially with entities that are part of the Corpus Christi Metropolitan Planning Organization (MPO). These partnerships allow the district to collaborate, innovate, and prioritize the projects that will continue to improve mobility.

At the core of the district staff's planning process is a focus on safety, freight mobility, and system preservation. With no shortage of rural connectivity needs in the district, staff assess the value of these potential projects through the lens of system-wide and statewide priorities. Balancing local and statewide needs defines the district's approach to UTP project development.



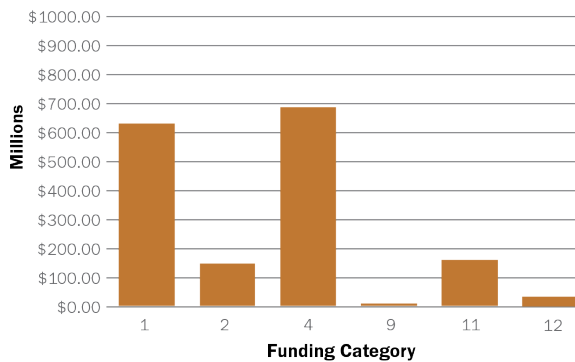
FAST FACTS

Population	Nearly 600,000
Square Miles	Nearly 7,800
Daily Vehicle Miles	15.5 Million
Lane Miles	Nearly 7,200
Registered Vehicles	529,300

How to Stay Involved

- Corpus Christi TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Corpus Christi Metropolitan Planning Organization:** get involved with regional transportation planning
- **Harbor Bridge Project:** construction updates on new US 181 bridge
- **I-69 project website:** ongoing progress updates for proposed national interstate
- Contact the district by [email](#)

Corpus Christi District: 2020 Planning Targets by Category



Priorities

The 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 the funding levels above demonstrate ambitious planning for the next decade.

Regional mobility planning is coordinated closely with the MPO, especially with Category 2 funding, which allows the district to focus on projects that improve connectivity and mobility within the Nueces and San Patricio County areas. In addition, the Port of Corpus Christi is a member of the MPO and plays an instrumental role in planning transportation improvements to address the increased industrial growth in the area.

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

Finally, the Harbor Bridge Project is a long-time priority. At a cost of \$802.9 million, it is the largest dollar-value project ever delivered in the district. It replaces the existing Harbor Bridge and reconstructs portions of US 181, I-37, and the Crosstown Expressway. This project will be the tallest structure in South Texas and the nation's longest cable-stayed bridge. A project of this scale required a blending of funding sources, including Categories 2, 6, 7, and 12, as well as local funding.

12

TxDOT FUNDING CATEGORIES

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- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority



Ferry operations during Hurricane Harvey evacuation.

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

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

Short Term (Four or fewer years)

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



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

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🔗 website URLs are found on the Resources Page

Corpus Christi District | Multiple-County Projects

Multi-Segment Projects

IH 37		CSJ (Project ID): 0074-05-098		Programmed Construction Funding	
Project:		IH 37 - Widen Freeway - at Nueces River		Category	Amount
Limits From:	NUECES RIVER (CB)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$22,000,000
		UTP Action:	No Funding Change	Total	\$22,000,000
Limits To:	IH37/US 77 INTERCHANGE	Est Const. Cost:	\$22,000,000		
Description:	WIDEN FREEWAY - SAN PATRICIO COUNTY	Toll:	No		
		Ranking Tier:	1		

IH 37		CSJ (Project ID): 0074-06-241		Programmed Construction Funding	
Project:		IH 37 - Widen Freeway - at Nueces River		Category	Amount
Limits From:	REDBIRD LN. (OVERPASS)	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$12,000,000
		UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$15,000,000
Limits To:	NUECES RIVER_(CB)	Est Const. Cost:	\$60,000,000	12 STRATEGIC PRIORITY	\$33,000,000
Description:	WIDEN FREEWAY BY CONSTRUCTING ADDITIONAL 2 TRAVEL LANES NB & 1 ADDITIONAL TRAVEL LANE SB - NUECES COUNTY	Toll:	No	Total	\$60,000,000
		Ranking Tier:	1	<i>CAT 12 increased \$18M</i>	

Corpus Christi District | Aransas County

Individual Projects

SH 35		CSJ (Project ID): 0180-04-120		Programmed Construction Funding	
Project:		SH 35 - Safety Improvement Projects		Category	Amount
Limits From:	ON SH35 AT CORPUS CHRISTI ST. INTER	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$15,000,000
		UTP Action:	No Funding Change	Total	\$15,000,000
Limits To:	.	Est Const. Cost:	\$15,000,000		
Description:	CONSTRUCT GRADE SEPARATION	Toll:	No		
		Ranking Tier:	1		

Corpus Christi District | Jim Wells County

Individual Projects

US 281		CSJ (Project ID): 0254-07-008		Programmed Construction Funding	
Project:		US 281 - Safety Improvement Projects		Category	Amount
Limits From:	US 281 AT CR 116 & 117 INTER	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$25,000,000
		UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	.	Est Const. Cost:	\$25,000,000		
Description:	CONSTRUCT GRADE SEPARATION (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0254-07-010		Programmed Construction Funding		
				Category	Amount	
Project:	US 281 - Upgrade to Freeway - Alice			4	REGIONAL CONNECTIVITY	\$95,000,000
Limits From:	BU 281R N OF ALICE	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$95,000,000
		UTP Action:	New Authorization			
Limits To:	BU 281R S OF ALICE	Est Const. Cost:	\$95,000,000			
Description:	CONSTRUCT MAINLANES, FRONTAGE ROADS AND STRUCTURES TO CONVERT FOUR LANE DIVIDED HIGHWAY TO FOUR LANE DIVIDED FREEWAY (FUTURE I-69 CORRIDOR)			Toll:	No	
		Ranking Tier:	1			

Corpus Christi District | Kleberg County

Individual Projects

US 77		CSJ (Project ID): 0102-04-097		Programmed Construction Funding		
				Category	Amount	
Project:	US 77 - Upgrade to Freeway - Kingsville South			4	REGIONAL CONNECTIVITY	\$95,000,000
Limits From:	CR 2130	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$95,000,000
		UTP Action:	Funding Adjustment			
Limits To:	1.5 MI. N. OF SH 285	Est Const. Cost:	\$95,000,000			
Description:	CONSTRUCT MAINLANES, FRONTAGE ROADS AND STRUCTURES (FUTURE I-69 CORRIDOR)			Toll:	No	
		Ranking Tier:	1			
				<i>CAT 4 increased \$15M</i>		

US 77		CSJ (Project ID): 0102-04-099		Programmed Construction Funding		
				Category	Amount	
Project:	US 77 - Upgrade to Freeway - Kingsville South			4	REGIONAL CONNECTIVITY	\$45,000,000
Limits From:	FM 1356	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$45,000,000
		UTP Action:	Funding Adjustment			
Limits To:	CR 2130	Est Const. Cost:	\$45,000,000			
Description:	CONSTRUCT MAINLANES, FRONTAGE ROADS AND STRUCTURES (FUTURE I-69 CORRIDOR)			Toll:	No	
		Ranking Tier:	1			
				<i>CAT 4 increased \$10M</i>		

US 77		CSJ (Project ID): 0327-09-002		Programmed Construction Funding		
				Category	Amount	
Project:	US 77 Riviera Relief Route			4	REGIONAL CONNECTIVITY	\$120,000,000
Limits From:	1.5 MI N. OF SH 285 INTERSECTION	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$120,000,000
		UTP Action:	New Authorization			
Limits To:	KENEDY/KLBERG COUNTY LINE	Est Const. Cost:	\$120,000,000			
Description:	THE PROJECT WILL CONSTRUCT A 4-LANE DIVIDED FREEWAY RELIEF ROUTE ON NEW LOCATION AROUND RIVIERA. (FUTURE I-69 CORRIDOR)			Toll:	No	
		Ranking Tier:	1			

Corpus Christi District | Nueces County

Individual Projects

SH 286		CSJ (Project ID): 0326-01-056		Programmed Construction Funding	
				Category	Amount
Project:	SH 286 - Upgrade to Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$40,000,000
Limits From:	FM 43	UTP Action:	Funding Adjustment	Total \$40,000,000	
Limits To:	SOUTH OF FM 2444	Est Const. Cost:	\$40,000,000	<i>CAT 2 increased \$21.5M</i>	
Description:	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	2		

SH 358		CSJ (Project ID): 0617-01-177		Programmed Construction Funding	
				Category	Amount
Project:	SH 358 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$35,000,000
Limits From:	NILE DRIVE	UTP Action:	No Funding Change	Total \$35,000,000	
Limits To:	STAPLES STREET	Est Const. Cost:	\$35,000,000		
Description:	RAMP REVERSAL PHASE II-B	Toll:	No		
		Ranking Tier:	1		

PR 22		CSJ (Project ID): 0617-02-073		Programmed Construction Funding	
				Category	Amount
Project:	PR 22 - Intersection Improvements	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$16,000,000
Limits From:	AQUARIUS ST.	UTP Action:	No Funding Change	Total \$16,000,000	
Limits To:	WHITECAP BLVD.	Est Const. Cost:	\$16,000,000		
Description:	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	Toll:	No		
		Ranking Tier:	2		

Corpus Christi District | San Patricio County

Multi-Segment Projects

US 181		CSJ (Project ID): 0101-04-114		Programmed Construction Funding	
				Category	Amount
Project:	US 181 - Widen Freeway - Portland	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$4,000,000
Limits From:	FM 3239 (BUDDY GANEM DR.)	UTP Action:	No Funding Change	Total \$4,000,000	
Limits To:	FM 2986 (WILDCAT DR.)	Est Const. Cost:	\$4,000,000		
Description:	REVERSE ENTRANCE AND EXIT RAMPS IN NORTHBOUND DIRECTION	Toll:	No		
		Ranking Tier:	1		

US 181		CSJ (Project ID): 0101-04-120		Programmed Construction Funding	
				Category	Amount
Project:	US 181 - Widen Freeway - Portland	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$2,000,000
Limits From:	FM3239 (BUDDY GANEM DR.)	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$12,000,000
Limits To:	FM2986 (WILDCAT DR.)	Est Const. Cost:	\$14,000,000	Total \$14,000,000	
Description:	THE PROJECT WILL UPGRADE THE EXISTING 4-LANE FREEWAY TO A 6-LANE FREEWAY BY CONSTRUCTING 1 ADDITIONAL TRAVEL LANE IN EACH DIRECTION.	Toll:	No	<i>CAT 4 increased \$8M</i>	
		Ranking Tier:	1		

SH 35		CSJ (Project ID): 0180-06-118		Programmed Construction Funding	
				Category	Amount
Project:	SH 361/SH 35 - Interchange	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$21,500,000
Limits From:	FM 3284	UTP Action:	New Authorization	Total	\$21,500,000
Limits To:	.23 MI N OF SH 361	Est Const. Cost:	\$21,500,000		
Description:	UPGRADE/ADD DIRECT CONNECTORS	Toll:	No		
		Ranking Tier:	1		

SH 361		CSJ (Project ID): 0180-10-082		Programmed Construction Funding	
				Category	Amount
Project:	SH 361/SH 35 - Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$38,500,000
Limits From:	AT SH35 INTERCHANGE	UTP Action:	No Funding Change	Total	\$38,500,000
Limits To:	.6 MI SE ON SH 361	Est Const. Cost:	\$38,500,000		
Description:	UPGRADE/ADD DIRECT CONNECTORS	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 77		CSJ (Project ID): 0371-04-062		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway - Sinton	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$40,000,000
Limits From:	CHILTIPIN CREEK BR (CONTROL BREAK)	UTP Action:	No Funding Change	Total	\$40,000,000
Limits To:	BUSINESS NORTH (SINTON)	Est Const. Cost:	\$40,000,000		
Description:	UPGRADE TO FREEWAY STANDARDS (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 77		CSJ (Project ID): 0372-01-101		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway - Sinton	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$40,000,000
Limits From:	BUSINESS SOUTH (SINTON)	UTP Action:	No Funding Change	Total	\$40,000,000
Limits To:	CHILTIPIN CREEK BR (CONTROL BREAK)	Est Const. Cost:	\$40,000,000		
Description:	UPGRADE TO FREEWAY STANDARDS (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 77		CSJ (Project ID): 0372-01-106		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway - at IH 37	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$127,500,000
Limits From:	IH 37 AND INTERCHANGE	UTP Action:	No Funding Change	Total	\$127,500,000
Limits To:	SOUTH OF ODEM	Est Const. Cost:	\$127,500,000		
Description:	UPGRADE FREEWAY AND UPGRADE INTERCHANGE (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

FM 893		CSJ (Project ID): 1209-01-030		Programmed Construction Funding	
				Category	Amount
Project:	FM 893 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$7,000,000
Limits From:	CR 3685 (STARK RD)	UTP Action:	No Funding Change	Total	\$7,000,000
Limits To:	.2 MI W OF CR 79 (GUM HOLLOW)	Est Const. Cost:	\$7,000,000		
Description:	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	Toll:	No		
		Ranking Tier:	3		

Dallas District

2020 Unified Transportation Program (UTP)

Although one of the most urban TxDOT districts, the Dallas District meets the diverse needs of urban, suburban, and rural residents by delivering an interconnected transportation system. Regional partnerships, the innovative use of existing infrastructure, and the development of new transportation delivery options, such as design-build, support this interconnected system.



Did You Know?

- Dallas District residents travel more than 68 million miles each day.
- In FY 2019, the Dallas District will deliver the largest design-bid-build project in its history, the Irving Interchange Project. This project, involving SH 183, Loop 12, SH 114 as SS 482, is estimated at a cost of \$320 million. The district will manage construction efforts with a comprehensive organization of in-house staff.

★ DISTRICT HIGHLIGHTS

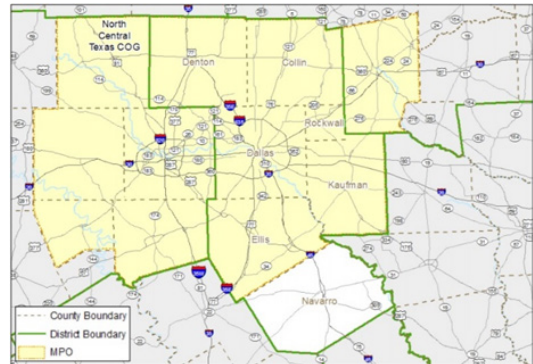
The district is working to improve access with the I-30 Frontage Road project across Lake Ray Hubbard. This project will reconstruct the interchange at Dalrock Road, construct new frontage roads to relieve congestion on the mainlanes of I-30, and reduce weaving.

The district is working with the cities of Dallas, Garland and Rowlett, along with other businesses and stakeholders, to make mobility and access the top priorities when planning the design. Construction will begin in mid-2021.

Planning and Programming

The Dallas District staff focuses on staff development, an emphasis that reflects the office’s commitment to responsible stewardship of agency funds. By investing in people, more work can be done in-house, thanks to dedicated staff efforts.

With heavy traffic touching every corner of Dallas, the district works hard to maximize the carrying capacity of the highway system. Whether through HOV lanes, allowing traffic on shoulders during peak hours, or innovative pricing, the district is focused on creative strategies. The Dallas District uses real-time information to determine where these practices can have the greatest impact on congestion.



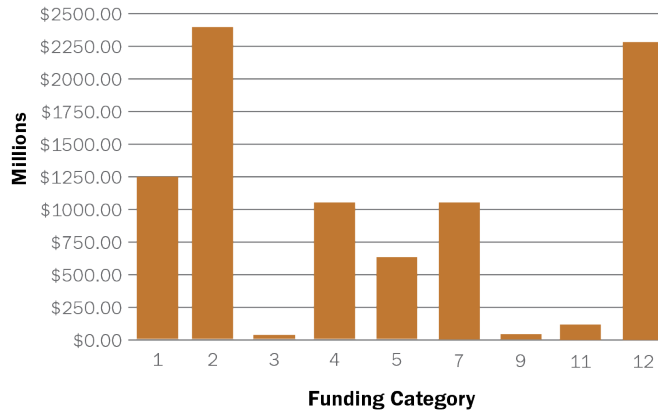
FAST FACTS

Population	4.7 million
Square Miles	More than 5,000
Daily Vehicle Miles	More than 68 million
Lane Miles	More than 10,000
Registered Vehicles	3.9 million

How to Stay Involved

- Dallas TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **North Central Texas Council of Governments:** learn more about the regional transportation planning agency
- **KeepItMovingDallas.com:** learn more about transportation projects in the Dallas district (click “Public Hearings/Meetings” for a calendar)
- **Texas Clear Lanes:** DFW congestion relief updates
- **Dallas Area Rapid Transit:** public transportation planning
- Contact the district by [email](#)

Dallas District: 2020 Planning Targets by Category



Priorities

Dallas District projects represent some of the department’s biggest – and most expensive – efforts. Financing these endeavors is no simple task, with budgets leveraging nearly every UTP category. For example, the Horseshoe Project in Downtown Dallas used 11 of the UTP’s 12 funding categories.

When planning for projects, district staff consider the transportation needs of the traveling public and the region, along with the viability and availability of different funding categories. The district advances projects as they are funded, and funding from multiple categories often helps projects advance to construction.

The funding package for I-635 LBJ East expansion illustrates the effort that goes into mega-project funding, designed on a scale to address the significant complexities of congestion in North Texas. Seven UTP categories are currently represented in this project to address issues ranging from safety to air quality. Category 2, awarded for Metropolitan and Urban Area Corridor Projects, and Category 12, awarded for Texas Clear Lanes congestion relief, understandably make up the largest shares of the overall budget. This project also receives funding made possible through a partnership with the North Central Texas Council of Governments (NCTCOG).

In addition to larger projects within Dallas, rural safety remains a priority. The district regularly awards contracts to add shoulders to rural farm-to-market roads.

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TXDOT FUNDING CATEGORIES

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



US 380 Feasibility Study – Public Hearing

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- Irving Interchanges, Dallas County: reconstruct interchanges
- I-30 Canyon, Dallas County: operational and capacity improvements
- I-30 East, Rockwall County: widening and reconstruction, from Dalrock Rd to the Hunt County line
- FM 664, Ellis County: widening from I-35E to I-45
- I-35E Phase 2, Denton County: reconstruct interchanges from north of PGBT to US 380
- US 80, Kaufman County: widening and reconstruction from I-30 to FM 460

Short Term (Four or fewer years)

- I-635 LBJ East, Dallas County: widen and reconstruct from US 75 to I-30
- S.M. Wright Freeway, Dallas County: reconstruct freeway to arterial street
- I-30 Frontage Roads, Dallas County: new frontage roads and reconstruct interchange from Bass Pro to Dalrock Road



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

@TXDOTDALLASPIO

DALINFO@TXDOT.GOV

4777 E US 80 MESQUITE, TX 75150

(214) 320-6100

website URLs are found on the Resources Page

Dallas District | Multiple-County Projects

Multi-Segment Projects

IH 30		CSJ (Project ID): 0009-11-238		Programmed Construction Funding	
Project:		IH 30 - East		Category	Amount
Limits From: BASS PRO DRIVE IN GARLAND		Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$22,355,107
Limits To: DALROCK RD		UTP Action:	New Authorization	Total	\$22,355,107
Description: WIDEN TO ADD SHOULDER - DALLAS COUNTY		Est Const. Cost:	\$22,355,107		
		Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-12-215		Programmed Construction Funding	
Project:		IH 30 - East		Category	Amount
Limits From: DALROCK RD (DALLAS C/L)		Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$35,000,000
Limits To: SH 205		UTP Action:	New Authorization	12 TX CLEAR LANES	\$38,100,000
Description: DALROCK TO HORIZON RD: ADD SHOULDER; RCNST & WDN 6 TO 8 ML; RCNST 4/6 DISCONT TO 4/6 CONTIN FRTG RDS; RAMP MODIFICATIONS - ROCKWALL COUNTY		Est Const. Cost:	\$73,095,223	Total	\$73,100,000
		Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-11-241		Programmed Construction Funding	
Project:		IH 30 - East		Category	Amount
Limits From: BASS PRO DRIVE		Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$120,574,879
Limits To: DALROCK RD		UTP Action:	No Funding Change	Total	\$120,574,879
Description: CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, BAYSIDE BRIDGE, & RAMP MODIFICATIONS; RECONSTRUCT DALROCK INTERCHANGE - DALLAS COUNTY		Est Const. Cost:	\$120,574,879		
		Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-12-221		Programmed Construction Funding	
Project:		IH 30 - East		Category	Amount
Limits From: DALROCK RD (ROCKWALL C/L)		Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$7,000,000
Limits To: EAST OF DALROCK RD		UTP Action:	No Funding Change	Total	\$7,000,000
Description: TRANSITION FOR DALROCK INTERCHANGE INCLUDING RECONSTRUCTION OF EXISTING 4 TO 4 LANE FRONTAGE ROADS AND RAMPS - ROCKWALL COUNTY		Est Const. Cost:	\$7,000,000		
		Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0195-02-074		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Denton County Connection	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$519,649,591
Limits From:	US 77 (NORTH OF DENTON)	UTP Action:	New Authorization	Total	\$519,649,591
Limits To:	COOKE COUNTY LINE	Est Const. Cost:	\$519,650,000		
Description:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND RECONSTRUCT 4 TO 4/6 LANE FRONTAGE ROADS - DENTON COUNTY	Toll:	No		
		Ranking Tier:	1		
IH 35		CSJ (Project ID): 0195-02-076		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Denton County Connection	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$26,862,296
Limits From:	AT FM 455	UTP Action:	New Authorization	Total	\$26,862,296
Limits To:	.	Est Const. Cost:	\$26,862,296		
Description:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT EXISTING 4 LANE FRONTAGE ROADS - DENTON COUNTY	Toll:	No		
		Ranking Tier:	1		
IH 35		CSJ (Project ID): 0195-03-087		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Denton County Connection	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$100,000,000
Limits From:	US 380	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$79,709,425
Limits To:	US 77 NORTH OF DENTON	Est Const. Cost:	\$179,709,425	Total	\$179,709,425
Description:	RECONSTRUCT AND WIDEN 4 TO 6 LANE RURAL FREEWAY WITH RAMP MODIFICATIONS AND EXISTING 4 LANE FRONTAGE ROADS - DENTON COUNTY	Toll:	No		
		Ranking Tier:	1		
IH 35		CSJ (Project ID): 0195-03-090		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Denton County Connection	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$139,625,558
Limits From:	IH 35W	UTP Action:	New Authorization	Total	\$139,625,558
Limits To:	US 380	Est Const. Cost:	\$139,625,558		
Description:	RECONSTRUCT INTERCHANGE AND EXISTING FRONTAGE ROADS - DENTON COUNTY	Toll:	No		
		Ranking Tier:	1		
IH 35E		CSJ (Project ID): 0442-02-162		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Loop 9 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	7 STP-MM/REHABILITATION	\$583,000
Limits From:	ELLIS COUNTY LINE	UTP Action:	New Authorization	2 METRO CORRIDOR	\$8,115,295
Limits To:	BEAR CREEK ROAD	Est Const. Cost:	\$8,698,295	Total	\$8,698,295
Description:	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E - DALLAS COUNTY	Toll:	No		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0442-03-044		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Loop 9 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	7 STP-MM/REHABILITATION	\$6,650,000
Limits From:	REESE DRIVE	UTP Action:	New Authorization	2 METRO CORRIDOR	\$8,065,504
Limits To:	DALLAS COUNTY LINE	Est Const. Cost:	\$14,715,504	Total	\$14,715,504
Description:	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E - ELLIS COUNTY	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 1068-04-170		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - Widen Freeway - Grand Prairie	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$9,000,000
Limits From:	DALLAS COUNTY LINE	UTP Action:	No Funding Change	Total	\$9,000,000
Limits To:	SH 161	Est Const. Cost:	\$9,000,000		
Description:	WIDEN FROM 6-8 GEN PURPOSE LNS WITH 2 REV EXP LNS WITH 4 CONT FRONTAGE RD LNS. MODIFICATIONS TO SH 161 CONNECTIONS - DALLAS COUNTY	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0092-02-130		Programmed Construction Funding	
				Category	Amount
Project:	Loop 9 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$2,223,936
Limits From:	AT SL 9	UTP Action:	New Authorization	Total	\$2,223,936
Limits To:	.	Est Const. Cost:	\$2,223,936		
Description:	RECONSTRUCT EXISTING 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP MODIFICATIONS - DALLAS COUNTY	Toll:	No		
		Ranking Tier:	1		

US 175		CSJ (Project ID): 0197-02-124		Programmed Construction Funding	
				Category	Amount
Project:	US 175 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$2,163,200
Limits From:	EAST OF E. MALLOY BRIDGE RD	UTP Action:	No Funding Change	Total	\$2,163,200
Limits To:	KAUFMAN COUNTY LINE	Est Const. Cost:	\$2,163,000		
Description:	RAMP MODIFICATIONS - DALLAS COUNTY	Toll:	No		
		Ranking Tier:	1		

US 175		CSJ (Project ID): 0197-03-074		Programmed Construction Funding	
				Category	Amount
Project:	US 175 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$2,163,200
Limits From:	DALLAS COUNTY LINE	UTP Action:	No Funding Change	Total	\$2,163,200
Limits To:	WEST OF FM 1389	Est Const. Cost:	\$2,163,200		
Description:	RAMP MODIFICATIONS - KAUFMAN COUNTY	Toll:	No		
		Ranking Tier:	1		

SL 9		CSJ (Project ID): 2964-10-008		Programmed Construction Funding	
				Category	Amount
Project:	Loop 9 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	3 RTR-SH 122	\$3,788,000
Limits From:	I-35E	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$35,235,869
Limits To:	DALLAS/ELLIS COUNTY LINE	Est Const. Cost:	\$39,455,869	5 CONGESTION & AIR QUALITY	\$432,000
Description:	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING ITS, AND TURN LANES - DALLAS COUNTY	Toll:	No	Total	\$39,455,869
		Ranking Tier:	1	<i>CAT 2 increased \$26.5M</i>	

SL 9		CSJ (Project ID): 2964-10-009		Programmed Construction Funding	
Project:		Loop 9 - New Location Non-Freeway		Category	Amount
Limits From:	ELLIS/DALLAS COUNTY LINE	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$53,105,708
		UTP Action:	Funding Adjustment	Total	\$53,105,708
Limits To:	I-45	Est Const. Cost:	\$53,105,708	<i>CAT 2 increased \$43.6M</i>	
Description:	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING ITS, AND TURN LANES - DALLAS COUNTY	Toll:	No		
		Ranking Tier:	1		

SL 9		CSJ (Project ID): 2964-12-001		Programmed Construction Funding	
Project:		Loop 9 - New Location Non-Freeway		Category	Amount
Limits From:	I-35E	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$8,770,170
		UTP Action:	Funding Adjustment	5 CONGESTION & AIR QUALITY	\$434,000
Limits To:	DALLAS COUNTY LINE	Est Const. Cost:	\$9,204,170	Total	\$9,204,170
Description:	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING ITS, AND TURN LANES - ELLIS COUNTY	Toll:	No	<i>CAT 2 increased \$7.5M</i>	
		Ranking Tier:	1		

SL 9		CSJ (Project ID): 2964-12-002		Programmed Construction Funding	
Project:		Loop 9 - New Location Non-Freeway		Category	Amount
Limits From:	DALLAS/ELLIS COUNTY LINE	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$10,297,729
		UTP Action:	Funding Adjustment	----- Remaining Funding to be Determined -----	
Limits To:	ELLIS/DALLAS COUNTY LINE	Est Const. Cost:	\$19,004,714	Total	\$10,297,729
Description:	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING ITS, AND TURN LANES - ELLIS COUNTY	Toll:	No	<i>CAT 2 increased \$8.8M</i>	
		Ranking Tier:	1		

FM 548		CSJ (Project ID): 2588-01-017		Programmed Construction Funding	
Project:		FM 548 - Widen Non-Freeway		Category	Amount
Limits From:	NORTH OF US 80	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$58,000,000
		UTP Action:	Funding Adjustment	Total	\$58,000,000
Limits To:	S OF SH 205 (ROCKWALL C/L)	Est Const. Cost:	\$58,000,000	<i>CAT 2 increased \$16.3M</i>	
Description:	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN DIVIDED (ULTIMATE 6) - KAUFMAN COUNTY	Toll:	No		
		Ranking Tier:	2		

FM 548		CSJ (Project ID): 2588-02-008		Programmed Construction Funding	
Project:		FM 548 - Widen Non-Freeway		Category	Amount
Limits From:	S OF SH 205 (KAUFMAN C/L)	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$6,200,000
		UTP Action:	Funding Adjustment	Total	\$6,200,000
Limits To:	SH205	Est Const. Cost:	\$6,200,000	<i>CAT 2 increased \$5.2M</i>	
Description:	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN DIVIDED (ULTIMATE 6) - ROCKWALL COUNTY	Toll:	No		
		Ranking Tier:	3		

Dallas District | Collin County

Multi-Segment Projects

US 380		CSJ (Project ID): 0135-03-046		Programmed Construction Funding	
				Category	Amount
Project:	US 380 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$30,000,000
Limits From:	AIRPORT DR	UTP Action:	New Authorization	Total	\$30,000,000
Limits To:	4TH STREET	Est Const. Cost:	\$30,000,000		
Description:	WIDEN 4 LANE ROADWAY TO 6 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

US 380		CSJ (Project ID): 0135-04-033		Programmed Construction Funding	
				Category	Amount
Project:	US 380 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$2,548,000
Limits From:	4TH STREET	UTP Action:	New Authorization	Total	\$2,548,000
Limits To:	CR 458	Est Const. Cost:	\$2,548,000		
Description:	WIDEN 4 LANE ROADWAY TO 6 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

FM 2478		CSJ (Project ID): 2351-01-017		Programmed Construction Funding	
				Category	Amount
Project:	FM 2478 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$34,793,244
Limits From:	US 380	UTP Action:	Funding Adjustment	3 LOCAL	\$97,983
Limits To:	FM 1461	Est Const. Cost:	\$34,891,227	Total	\$34,891,227
Description:	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED; REALIGN INTERSECTION AT FM 1461; SIX LANE ULTIMATE	Toll:	No	<i>CAT 2 increased \$4.4M</i>	
		Ranking Tier:	2		

FM 2478		CSJ (Project ID): 2351-02-014		Programmed Construction Funding	
				Category	Amount
Project:	FM 2478 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$3,985,550
Limits From:	FM 1461	UTP Action:	No Funding Change	Total	\$3,985,550
Limits To:	NORTH OF FM 1461	Est Const. Cost:	\$3,985,550		
Description:	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED; SIX LANE ULTIMATE; REALIGN INTERSECTION OF FM 1461	Toll:	No		
		Ranking Tier:	2		

FM 2514		CSJ (Project ID): 2679-03-015		Programmed Construction Funding	
				Category	Amount
Project:	FM 2514 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$11,167,795
Limits From:	E OF LAVON PKWY	UTP Action:	Funding Adjustment	Total	\$11,167,795
Limits To:	N OF DRAIN DR	Est Const. Cost:	\$11,167,795	<i>CAT 2 increased \$1.6M</i>	
Description:	WIDEN FACILITY FROM 2 LANE TO 4 LANE URBAN DIVIDED, ULTIMATE 6 LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

FM 2514		CSJ (Project ID): 2679-03-016		Programmed Construction Funding	
				Category	Amount
Project:	FM 2514 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$20,179,763
Limits From:	N OF DRAIN DR	UTP Action:	Funding Adjustment	Total	\$20,179,763
Limits To:	BROWN ST	Est Const. Cost:	\$20,179,763	<i>CAT 2 increased \$2.9M</i>	
Description:	WIDEN FACILITY FROM 2 LANE TO 4/6 LANE URBAN DIVIDED	Toll:	No		
		Ranking Tier:	2		

Individual Projects

US 75		CSJ (Project ID): 0047-06-161		Programmed Construction Funding	
				Category	Amount
Project:	US 75 - Ridgeview Drive Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$25,000,000
Limits From:	AT RIDGEVIEW DRIVE	UTP Action:	New Authorization	Total	\$25,000,000
Limits To:	.	Est Const. Cost:	\$25,000,000		
Description:	RECONSTRUCT RIDGEVIEW INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

SH 5		CSJ (Project ID): 0047-05-054		Programmed Construction Funding	
				Category	Amount
Project:	SH 5 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$75,900,000
Limits From:	SS 399	UTP Action:	Funding Adjustment	Total	\$75,900,000
Limits To:	SOUTH OF CR 275	Est Const. Cost:	\$75,900,000	<i>CAT 2 increased \$5.9M</i>	
Description:	RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4/6 LANE DIVIDED URBAN ROADWAY	Toll:	No		
		Ranking Tier:	1		

SH 5		CSJ (Project ID): 0047-09-034		Programmed Construction Funding	
				Category	Amount
Project:	SH 5 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,000,000
Limits From:	SOUTH OF FM 1378	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	SS 399	Est Const. Cost:	\$10,000,000		
Description:	RECONSTRUCT 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANES)	Toll:	No		
		Ranking Tier:	2		

SH 205		CSJ (Project ID): 0451-03-013		Programmed Construction Funding	
				Category	Amount
Project:	SH 205 - Widen Non-Freeway - Rockwall	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$33,986,881
Limits From:	NORTH OF JOHN KING (ROCKWALL C/L)	UTP Action:	Funding Adjustment	Total	\$33,986,881
Limits To:	SH 78	Est Const. Cost:	\$34,000,000	<i>CAT 2 increased \$5.3M</i>	
Description:	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED (ULTIMATE SIX)	Toll:	No		
		Ranking Tier:	2		

SH 121		CSJ (Project ID): 0549-03-024		Programmed Construction Funding	
				Category	Amount
Project:	SH 121 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$50,837,435
Limits From:	COLLIN COUNTY OUTER LOOP	UTP Action:	No Funding Change	Total	\$50,837,435
Limits To:	NORTH OF FM 455	Est Const. Cost:	\$50,837,435		
Description:	RCNST & WIDEN FROM 2 LN TO 4 LN RURAL DIVIDED; CONSTRUCT 0 TO 4 LN DISCONTINUOUS FRONTAGE ROAD AND FM 455 INTERCHANGE	Toll:	No		
		Ranking Tier:	2		

SS 399		CSJ (Project ID): 0364-04-049		Programmed Construction Funding	
				Category	Amount
Project:	SS 399 - Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$16,105,069
Limits From:	AT SH 5	UTP Action:	New Authorization	Total	\$16,105,069
Limits To:	.	Est Const. Cost:	\$16,105,069		
Description:	CONSTRUCT GRADE SEPARATION	Toll:	No		
		Ranking Tier:	1		

FM 2551		CSJ (Project ID): 2056-01-042		Programmed Construction Funding	
				Category	Amount
Project:	FM 2551 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$44,570,571
Limits From:	FM 2514	UTP Action:	No Funding Change	Total	\$44,570,571
Limits To:	FM 2170	Est Const. Cost:	\$44,570,571		
Description:	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 6 LANE URBAN DIVIDED	Toll:	No		
		Ranking Tier:	2		

Dallas District | Dallas County

Multi-Segment Projects

IH 45		CSJ (Project ID): 0092-14-088		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - SM Wright Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$26,327,302
Limits From:	LENWAY ST.	UTP Action:	No Funding Change	Total	\$26,327,302
Limits To:	GOOD LATIMER	Est Const. Cost:	\$26,427,302		
Description:	RECONSTRUCT I-45 AND SM WRIGHT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

US 175		CSJ (Project ID): 0092-01-052		Programmed Construction Funding	
				Category	Amount
Project:	US 175 - SM Wright Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$41,688,000
Limits From:	SOUTH OF BUDD ST	UTP Action:	No Funding Change	Total	\$41,688,000
Limits To:	IH 45	Est Const. Cost:	\$41,688,000		
Description:	RECONSTRUCT FREEWAY TO 6 LANE DIVIDED ARTERIAL	Toll:	No		
		Ranking Tier:	1		

SH 310		CSJ (Project ID): 0092-01-059		Programmed Construction Funding	
				Category	Amount
Project:	SH 310 - SM Wright Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,100,000
Limits From:	PENNSYLVANIA AVENUE	UTP Action:	No Funding Change	Total	\$10,100,000
Limits To:	NORTH OF AL LIPSCOMB WAY	Est Const. Cost:	\$10,100,000		
Description:	RECONSTRUCT I-45 AND SM WRIGHT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

SL 12		CSJ (Project ID): 0581-02-124		Programmed Construction Funding	
				Category	Amount
Project:	SL 12/SS 482 - Irving Interchanges	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$210,000,000
Limits From:	AT SH 183	UTP Action:	No Funding Change	Total	\$210,000,000
Limits To:	.	Est Const. Cost:	\$210,000,000		
Description:	RECONSTRUCT INTERCHANGE (PH 2)	Toll:	No		
		Ranking Tier:	1		

SS 482		CSJ (Project ID): 0094-03-060		Programmed Construction Funding	
				Category	Amount
Project:	SL 12/SS 482 - Irving Interchanges	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$210,000,000
Limits From:	AT SH 114 & SH 183	UTP Action:	No Funding Change	Total	\$210,000,000
Limits To:	.	Est Const. Cost:	\$210,000,000		
Description:	RECONSTRUCT INTERCHANGE (PH 2)	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 30		CSJ (Project ID): 0009-11-181		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - Canyon - Dallas	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$213,000,000
Limits From:	IH 35E	UTP Action:	Funding Adjustment	12 TX CLEAR LANES	\$25,000,000
Limits To:	IH 45	Est Const. Cost:	\$300,000,000	3 DESIGN BUILD	\$62,000,000
Description:	RECONSTRUCT & WIDEN 6 TO 12 MAINLANES & 0/6 LN DISCONTINUOUS TO 2/8 LN DISCONTINUOUS FRONTAGE ROADS	Toll:	No	Total	\$300,000,000
		Ranking Tier:	1	<i>CAT 12 increased \$213M</i>	

IH 30		CSJ (Project ID): 0009-11-252		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - East Corridor - Dallas	Est. Let Date:	FY 2024-2029 (Develop)	12 TX CLEAR LANES	\$25,000,000
Limits From:	IH 45	UTP Action:	Scope Change	----- Remaining Funding to be Determined -----	
Limits To:	IH 635	Est Const. Cost:	\$1,000,000,000	Total	\$25,000,000
Description:	RECONSTRUCT & WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6/8 DISC TO 4/6 DISCONTINUOUS FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0196-03-274		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E (Phase II)	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$229,655,586
Limits From:	IH 635	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$140,814,414
Limits To:	DENTON COUNTY LINE	Est Const. Cost:	\$460,575,043	3 DESIGN BUILD	\$90,105,043
Description:	RECONSTRUCT AND WIDEN 6 TO 8 GP LANES & RECONSTRUCT EXISTING 2/8 DISCONTINUOUS TO 2/8 LN DISCONTINUOUS FRONTAGE ROADS	Toll:	No	Total	\$460,575,043
		Ranking Tier:	1	<i>CAT 2 decrease \$121.3M and CAT 12CL add \$229M</i>	

IH 35E		CSJ (Project ID): 0196-03-282		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E (Phase II)	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$121,230,000
Limits From:	IH 635	UTP Action:	No Funding Change	3 DESIGN BUILD	\$18,194,957
Limits To:	DENTON COUNTY LINE	Est Const. Cost:	\$139,424,957	Total	\$139,424,957
Description:	RECONSTRUCT EXISTING 2 MANAGED LANES TO 2 MANAGED LANES	Toll:	Yes		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 2374-04-085		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - New Frontage Roads	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$20,000,000
Limits From:	WEST OF COCKRELL HILL RD	UTP Action:	No Funding Change	Total	\$20,000,000
Limits To:	HAMPTON RD	Est Const. Cost:	\$20,000,000		
Description:	CONSTRUCT 0 TO 4 LANE FRONTAGE ROAD	Toll:	No		
		Ranking Tier:	1		

US 80		CSJ (Project ID): 0095-02-096		Programmed Construction Funding	
				Category	Amount
Project:	US 80 - Widen Freeway - Sunnyvale	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$100,000,000
Limits From:	BELT LINE RD	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	LAWSON RD (DALLAS/KAUFMAN C/L)	Est Const. Cost:	\$182,780,628	Total	\$100,000,000
Description:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

US 80		CSJ (Project ID): 0095-02-107		Programmed Construction Funding	
				Category	Amount
Project:	US 80 - Widen Freeway - Mesquite	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$105,000,000
Limits From:	EAST OF TOWN EAST BLVD	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	BELT LINE RD	Est Const. Cost:	\$311,528,377	Total	\$105,000,000
Description:	RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/6 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS AND RECONSTRUCT IH 635 INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

SH 78		CSJ (Project ID): 0009-02-067		Programmed Construction Funding	
				Category	Amount
Project:	SH 78 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$1,000,000
Limits From:	AT GASTON AVE	UTP Action:	No Funding Change	5 CONGESTION & AIR QUALITY	\$4,500,000
Limits To:	.	Est Const. Cost:	\$5,500,000	Total	\$5,500,000
Description:	RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	Toll:	No		
		Ranking Tier:	1		

SH 352		CSJ (Project ID): 0430-01-057		Programmed Construction Funding	
				Category	Amount
Project:	SH 352 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	5	CONGESTION & AIR QUALITY \$701,700
Limits From:	NORTH OF KEARNEY STREET	UTP Action:	No Funding Change	2	METRO CORRIDOR \$7,900,000
Limits To:	US 80 EB FRONTAGE RD	Est Const. Cost:	\$10,616,700	12	TDC EXCHANGE \$2,015,000
Description:	RECONSTRUCT 4 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN ROADWAY	Toll:	No	Total	\$10,616,700
		Ranking Tier:	1		

SL 12		CSJ (Project ID): 0353-05-120		Programmed Construction Funding	
				Category	Amount
Project:	SL 12 - Interchange	Est. Let Date:	FY 2024-2029 (Develop)	4	URBAN CONNECTIVITY \$17,200,000
Limits From:	AT SKILLMAN	UTP Action:	No Funding Change	Total	\$17,200,000
Limits To:	.	Est Const. Cost:	\$17,200,000		
Description:	RECONSTRUCT INTERSECTION	Toll:	No		
		Ranking Tier:	1		

Dallas District | Denton County

Multi-Segment Projects

US 377		CSJ (Project ID): 0081-03-048		Programmed Construction Funding	
				Category	Amount
Project:	US 377 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	5	CONGESTION & AIR QUALITY \$1,922,275
Limits From:	HENRIETTA CREEK RD	UTP Action:	Funding Adjustment	2	METRO CORRIDOR \$13,444,113
Limits To:	NORTH OF BS-114K	Est Const. Cost:	\$15,366,388	Total	\$15,366,388
Description:	RECONSTRUCT AND WIDEN 2/4 TO 4 LANE DIVIDED URBAN	Toll:	No	<i>CAT 2 increased \$1.4M</i>	
		Ranking Tier:	1		

US 377		CSJ (Project ID): 0135-10-057		Programmed Construction Funding	
				Category	Amount
Project:	US 380/US 377 - Widening and Safety Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR \$17,839,014
Limits From:	SL 288	UTP Action:	Funding Adjustment	5	CONGESTION & AIR QUALITY \$665,000
Limits To:	US 377 / US 380 INTERSECTION	Est Const. Cost:	\$18,504,014	Total	\$18,504,014
Description:	ADD RAISED MEDIAN WITH LEFT TURN LANES, ADD RIGHT TURN LANES AND RESTRIPE FOR SHARED USE	Toll:	No	<i>CAT 2 increased \$2.7M</i>	
		Ranking Tier:	1		

US 380		CSJ (Project ID): 0135-10-050		Programmed Construction Funding	
				Category	Amount
Project:	US 380/US 377 - Widening and Safety Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR \$51,250,941
Limits From:	US 377	UTP Action:	No Funding Change	7	STP-MM/REHABILITATION \$22,277,120
Limits To:	WEST OF CR 26 (COUNTY LINE)	Est Const. Cost:	\$129,728,061	5	CONGESTION & AIR QUALITY \$56,200,000
Description:	WIDEN 4 TO 6 LANES DIVIDED URBAN W/GRADE SEPARATIONS AT FM 423, FM 720, NAVO RD, TEEL PKWY AND LEGACY DR	Toll:	No	Total	\$129,728,061
		Ranking Tier:	1		

BS 114K		CSJ (Project ID): 0353-02-053		Programmed Construction Funding	
				Category	Amount
Project:	BS 114K - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$7,500,000
Limits From:	AT UP RAILROAD UNDERPASS IN ROANOKE	UTP Action:	No Funding Change	5 CONGESTION & AIR QUALITY	\$552,921
Limits To:	DOT NO 795 342V	Est Const. Cost:	\$11,052,921	6 BRIDGE PROGRAM	\$3,000,000
Description:	REPLACE RAILROAD UNDERPASS_AND IMPROVE BS 114-K DRAINAGE	Toll:	No	Total	\$11,052,921
		Ranking Tier:	1		

Individual Projects

IH 35E		CSJ (Project ID): 0196-01-109		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Mayhill Road Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$46,212,969
Limits From:	AT MAYHILL ROAD	UTP Action:	No Funding Change	Total	\$46,212,969
Limits To:	.	Est Const. Cost:	\$46,212,969		
Description:	RECONSTRUCT INTERCHANGE AND EXISTING 4 LANE FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0196-02-124		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Widen Freeway - Lewisville	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$20,723,022
Limits From:	DALLAS COUNTY LINE	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	FM 407	Est Const. Cost:	\$657,243,562	Total	\$20,723,022
Description:	DALLAS C/L TO SH121:RECONST 6 TO 6/8 CD LNS;4/6 TO 2/6 FRTG RDS; SH121 TO FM407:RECONST EXIST 8 GP; 2/6 TO 2/8 FRTG RDS	Toll:	Yes		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0196-02-125		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Widen Freeway - Lewisville	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$62,485,239
Limits From:	FM 407	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	TURBEVILLE ROAD	Est Const. Cost:	\$620,193,200	Total	\$62,485,239
Description:	RECONSTRUCT EXISTING 4 GENERAL PURPOSE LANES (NORTHBOUND ONLY) AND WIDEN 4/6 TO 4/8 CONTINUOUS FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0196-02-126		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Corporate Drive Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$59,143,580
Limits From:	AT CORPORATE DRIVE	UTP Action:	New Authorization	Total	\$59,143,580
Limits To:	.	Est Const. Cost:	\$59,143,580		
Description:	RECONSTRUCT INTERCHANGE AND EXISTING FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0196-02-127		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - BS 121 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$65,008,508
Limits From:	AT BS 121	UTP Action:	New Authorization	Total	\$65,008,508
Limits To:	.	Est Const. Cost:	\$65,008,508		
Description:	RECONSTRUCT INTERCHANGE AND EXISTING FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 35E		CSJ (Project ID): 0196-02-128		Programmed Construction Funding	
				Category	Amount
Project:	IH 35E - Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$41,486,682
Limits From:	AT 1171 AND MAIN STREET	UTP Action:	New Authorization	Total	\$41,486,682
Limits To:	.	Est Const. Cost:	\$41,486,682		
Description:	RECONSTRUCT INTERCHANGE AND EXISTING FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

FM 455		CSJ (Project ID): 0816-02-072		Programmed Construction Funding	
				Category	Amount
Project:	FM 455 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$42,817,890
Limits From:	WEST OF FM 2450	UTP Action:	No Funding Change	Total	\$42,817,890
Limits To:	EAST OF MARION RD	Est Const. Cost:	\$42,817,890		
Description:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN	Toll:	No		
		Ranking Tier:	3		

Dallas District | Ellis County

Multi-Segment Projects

FM 664		CSJ (Project ID): 1051-01-051		Programmed Construction Funding	
				Category	Amount
Project:	FM 664 - Widen and Construct Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$25,000,000
Limits From:	IH 35E	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	WEST OF FERRIS ROAD	Est Const. Cost:	\$98,605,947	Total	\$25,000,000
Description:	RECONSTRUCT AND WIDEN 2/4 LANE RURAL ROADWAY TO 6 LANE DIVIDED URBAN	Toll:	No		
		Ranking Tier:	2		

FM 664		CSJ (Project ID): 1051-03-001		Programmed Construction Funding	
				Category	Amount
Project:	FM 664 - Widen and Construct Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$10,000,000
Limits From:	WEST OF FERRIS ROAD	UTP Action:	New Authorization	----- Remaining Funding to be Determined -----	
Limits To:	IH 45	Est Const. Cost:	\$35,616,830	Total	\$10,000,000
Description:	CONSTRUCT 0 TO 6 LANE URBAN ROADWAY	Toll:	No		
		Ranking Tier:	3		

Individual Projects

IH 35E		CSJ (Project ID): 0048-04-094		Programmed Construction Funding	
Project:	IH 35E - FM 387 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	AT FM 387 (BUTCHER ROAD)	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$42,000,000
Limits To:	.	Est Const. Cost:	\$42,000,000	Total	\$42,000,000
Description:	CONSTRUCT GRADE SEPARATION AND RECONSTRUCT 4/6 LANE FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0092-03-053		Programmed Construction Funding	
Project:	IH 45 - FM 664 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	AT FM 664	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$34,000,000
Limits To:	.	Est Const. Cost:	\$37,955,579	2 METRO CORRIDOR	\$3,955,579
Description:	CONSTRUCT INTERCHANGE	Toll:	No	Total	\$37,955,579
		Ranking Tier:	1	<i>CAT 2 add \$3.9M</i>	

IH 35E		CSJ (Project ID): 0442-03-042		Programmed Construction Funding	
Project:	IH 35E - FM 664 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	AT FM 664	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$29,246,463
Limits To:	.	Est Const. Cost:	\$29,246,464	Total	\$29,246,463
Description:	RECONSTRUCT INTERCHANGE AS SINGLE POINT URBAN INTERCHANGE	Toll:	No	<i>CAT 4 increase \$4.2M</i>	
		Ranking Tier:	1		

US 67		CSJ (Project ID): 0261-01-041		Programmed Construction Funding	
Project:	US 67 - Lake Ridge Parkway Interchange	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	AT LAKE RIDGE PKWY	UTP Action:	New Authorization	2 METRO CORRIDOR	\$28,000,000
Limits To:	.	Est Const. Cost:	\$28,000,000	Total	\$28,000,000
Description:	RECONSTRUCT GRADE SEPARATION (PHASE 1)	Toll:	No		
		Ranking Tier:	1		

FM 664		CSJ (Project ID): 1051-01-052		Programmed Construction Funding	
Project:	FM 664 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 1387	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$32,145,761
Limits To:	WESTMORELAND RD	Est Const. Cost:	\$32,145,761	Total	\$32,145,761
Description:	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)	Toll:	No	<i>CAT 2 increased \$7.1M</i>	
		Ranking Tier:	2		

FM 1387		CSJ (Project ID): 1394-02-027		Programmed Construction Funding	
Project:	FM 1387 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	MIDLOTHIAN PARKWAY	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$25,000,000
Limits To:	FM 664	Est Const. Cost:	\$52,127,197	----- Remaining Funding to be Determined -----	
Description:	RECONSTRUCT AND WIDEN FROM 2 LANE UNDIVIDED RURAL TO 4 (ULT 6) LANE URBAN DIVIDED	Toll:	No	Total	\$25,000,000
		Ranking Tier:	2		

Dallas District | Kaufman County

Individual Projects

US 80		CSJ (Project ID): 0095-03-080		Programmed Construction Funding		
				Category	Amount	
Project:	US 80 - Widen Freeway - Forney	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY	\$133,000,000
Limits From:	LAWSON RD (DALLAS / KAUFMAN C/L)	UTP Action:	Funding Adjustment	Total		\$133,000,000
Limits To:	FM 460	Est Const. Cost:	\$133,000,000			<i>CAT 4 increased \$16M</i>
Description:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 4 LANE DISCONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS	Toll:	No			
		Ranking Tier:	1			

US 175		CSJ (Project ID): 0197-03-054		Programmed Construction Funding		
				Category	Amount	
Project:	US 175 - New Frontage Roads	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR	\$12,925,618
Limits From:	FM 148	UTP Action:	Funding Adjustment	Total		\$12,925,618
Limits To:	CR 4106 IN CRANDALL	Est Const. Cost:	\$12,925,618			<i>CAT 2 increased \$1.8M</i>
Description:	CONSTRUCT NEW 2-LANE FRONTAGE ROADS; CONVERT EXISTING FR RD FROM 2-LANE 2-WAY TO 2-LANE 1-WAY FR RD & RAMP MODIFICATIONS	Toll:	No			
		Ranking Tier:	1			

Dallas District | Rockwall County

Individual Projects

IH 30		CSJ (Project ID): 0009-12-219		Programmed Construction Funding		
				Category	Amount	
Project:	IH 30 - East	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR	\$65,000,000
Limits From:	SH 205	UTP Action:	Funding Adjustment	12	TX CLEAR LANES	\$142,219,578
Limits To:	WEST OF FM 2642 (HUNT C/L)	Est Const. Cost:	\$257,219,578	5	CONGESTION & AIR QUALITY	\$50,000,000
Description:	RECONST & WIDEN 4 ML TO 6; RECONST & WIDEN 4 FR TG RDS TO 4/6; CONST NEW & RECONST EXIST INTERCHANGES; RAMP MODIFICATIONS	Toll:	No	Total		\$257,219,578
		Ranking Tier:	1			<i>CAT 2 add \$65M and CAT 12CL add \$142M and CAT 4 Urban removed</i>

IH 30		CSJ (Project ID): 0009-12-220		Programmed Construction Funding		
				Category	Amount	
Project:	IH 30 - East	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY	\$32,000,000
Limits From:	DALROCK ROAD	UTP Action:	New Authorization	12	TX CLEAR LANES	\$182,025,080
Limits To:	EAST OF HORIZON ROAD	Est Const. Cost:	\$214,025,080	Total		\$214,025,080
Description:	CONSTRUCT 0/4 TO 4/6 LANE FRONTAGE ROADS; RECONSTRUCT HORIZON RD INTERCHANGE AND RAMP MODIFICATIONS	Toll:	No			
		Ranking Tier:	1			

SH 205		CSJ (Project ID): 0451-04-021		Programmed Construction Funding	
				Category	Amount
Project:	SH 205 - Widen Non-Freeway - Rockwall			2	METRO CORRIDOR
Limits From:	JCT SH 205/JOHN KING (N GOLIAD ST)	Est. Let Date:	FY 2020-2023 (Construct)	Total \$2,702,009	
Limits To:	NORTH OF JOHN KING (COLLIN C/L)	UTP Action:	No Funding Change		
Description:	WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED (ULTIMATE SIX)	Est Const. Cost:	\$2,702,009		
		Toll:	No		
		Ranking Tier:	2		

SH 205		CSJ (Project ID): 0451-05-001		Programmed Construction Funding	
				Category	Amount
Project:	SH 205 - Widen Non-Freeway - Rockwall			2	METRO CORRIDOR
Limits From:	JCT SH 205/JOHN KING (S GOLIAD ST)	Est. Let Date:	FY 2020-2023 (Construct)	Total \$24,032,505	
Limits To:	JCT SH 205/JOHN KING (N GOLIAD ST)	UTP Action:	No Funding Change		
Description:	WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY	Est Const. Cost:	\$24,032,505		
		Toll:	No		
		Ranking Tier:	2		

El Paso District

2020 Unified Transportation Program (UTP)

The El Paso District is located farther southwest than any other TxDOT district, sharing borders with both New Mexico and Mexico. The district is home to El Paso, one of the largest cities in Texas, but it is also dedicated to the wide-ranging needs of rural residents and visitors. District staff balance planning and programming efforts to meet urban and rural residents' transportation needs.



Did You Know?

- The El Paso District is the largest geographical TxDOT district, spanning 21,700 square miles.
- The El Paso District coordinates with agencies from the states of Texas and New Mexico with one international port of entry, as well as the nation of Mexico, with six international ports of entry.

★ DISTRICT HIGHLIGHTS

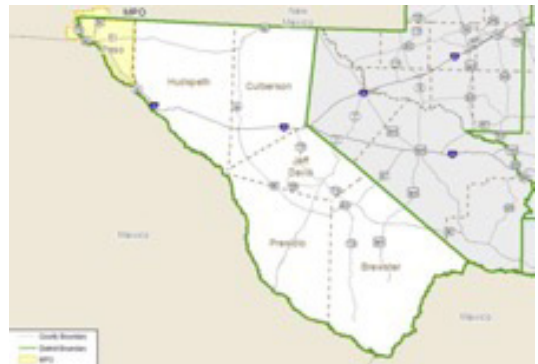
The City of El Paso borders Mexico to the south, which – when combined with the area’s geography – creates unique infrastructure challenges. For example, two major rail lines and two highways (I-10 and US 180) are located in an area less than half a mile between the Franklin Mountain Range and the Mexican Border.

Just east of El Paso, the I-10 Connect Project will address congestion issues near the Bridge of the Americas Port of Entry by improving mobility and keeping commuters and commercial trucks off local roadways. This complex project affects ports of entry, impacts freight traffic, and requires multistate and multinational agency coordination. The I-10 Connect Project, planned years in advance to address future needs, represents one in a sequence of projects to improve I-10.

Planning and Programming

Every project starts with a need, and the needs of the El Paso District vary – not only because of its dual urban/rural characteristics, but also because of the varying geographical characteristics across the large district.

The district’s approach to the planning and programming process helps address these challenges. It has a dedicated project management office that facilitates communication across planning, programming, and maintenance efforts. This approach helps staff meet the diverse needs across the district and helps keep priority projects from being missed or overlapped.



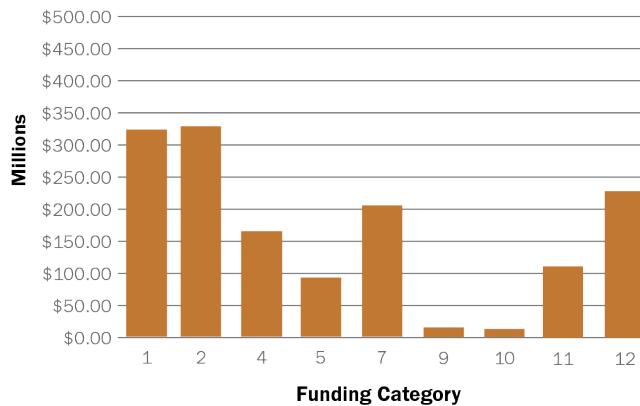
FAST FACTS

Population	More than 868,700
Square Miles	Nearly 22,000
Daily Vehicle Miles	14.6 million
Lane Miles	Nearly 4,900
Registered Vehicles	Nearly 703,700

How to Stay Involved

- El Paso TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **El Paso Metropolitan Planning Organization:** learn more about the metropolitan planning organization
- **Border Wait Times:** information on wait times for ports of entry
- Contact the district by [email](#)

El Paso District: 2020 Planning Targets by Category



Priorities

The unique makeup of the district impacts how it prioritizes projects. The City of El Paso is the sixth largest city in Texas, and the El Paso District is the largest geographical district in the state. This dynamic creates a combination of both urban and rural needs. In and around the City of El Paso, the district prioritizes projects that can improve congestion and mobility issues, which can be challenging given the proximity to the border with Mexico. These projects use UTP Category 2 funds to address urban mobility and congestion issues. In rural areas, the district tends to focus on connectivity, safety, and maintenance, with the added challenge of aging infrastructure. These projects typically use Category 1 funds for maintenance and Category 4 funds to address connectivity issues.

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

In addition to the I-10 Connect project, several other significant projects will help achieve the district’s vision of I-10 working better for Texas residents and visitors. For instance, the proposed Borderland Expressway project will address I-10 capacity issues by completing a loop around the northeast side of El Paso, providing travelers with an alternate route to I-10 and potentially diverting traffic around the city center.

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TxDOT FUNDING CATEGORIES

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



Sunset over the Loop 375 Transmountain Road

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- Reimagine I-10, El Paso County: planning study for I-10 from Texas/New Mexico border to the Town of Tornillo
- Borderland Expressway, El Paso County – planning study to complete bypass route around northeast El Paso, connecting to I-10
- Loop 375, El Paso County: widening from SS 601 Liberty Expressway to BU 54A Dyer

Short Term (Four or fewer years)

- US 62/180, El Paso County: widening to improve connectivity
- I-10 Connect, El Paso County: direct connections from US 54 and I-10 to Loop 375
- Border West Expressway, El Paso County: completion of Loop 375 from Sunland Park Drive to just east of downtown
- Loop 375, El Paso County: widening and frontage roads improvement projects from Zaragoza Rd to SS 601 Liberty Expressway



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

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website URLs are found on the Resources Page

El Paso District | Culberson County

Individual Projects

FM 2185		CSJ (Project ID): 0924-08-005		Programmed Construction Funding	
Project:	FM 2185 - New Location Non-Freeway	Category		Amount	
Limits From:	END OF STATE MAINTENANCE ON FM 2185	12	STRATEGIC PRIORITY		\$10,000,000
Limits To:	JUNCTION WITH FM 3541	----- Remaining Funding to be Determined -----			
Description:	NEW LOCATION ROADWAY FOR ENERGY SECTOR WHICH WILL EXTEND FM 2185 AND CREATE A CONNECTION TO RM 652 VIA FM 3541	Total			\$10,000,000
		Est. Let Date:	FY 2024-2029 (Develop)		
		UTP Action:	New Authorization		
		Est Const. Cost:	\$100,000,000		
		Toll:	No		
		Ranking Tier:	3		

El Paso District | El Paso County

Multi-Segment Projects

SL 375		CSJ (Project ID): 2552-03-049		Programmed Construction Funding	
Project:	SL 375 - Widen Non-Freeway	Category		Amount	
Limits From:	BOB HOPE DR	4	URBAN CONNECTIVITY		\$12,274,620
Limits To:	ZARAGOZA RD	2	METRO CORRIDOR		\$17,757,791
Description:	WIDEN FROM 4 TO 6 LANES DIVIDED	Total			\$30,032,411
		Est. Let Date:	FY 2020-2023 (Construct)		
		UTP Action:	No Funding Change		
		Est Const. Cost:	\$30,032,411		
		Toll:	No		
		Ranking Tier:	1		

SL 375		CSJ (Project ID): 2552-04-047		Programmed Construction Funding	
Project:	SL 375 - Widen Non-Freeway	Category		Amount	
Limits From:	ZARAGOZA RD	2	METRO CORRIDOR		\$4,467,589
Limits To:	0.33 MI SW OF ZARAGOZA RD	Total			\$4,467,589
Description:	WIDEN FROM 4 TO 6 LANES DIVIDED				
		Est. Let Date:	FY 2020-2023 (Construct)		
		UTP Action:	No Funding Change		
		Est Const. Cost:	\$4,467,589		
		Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 10		CSJ (Project ID): 2121-01-094		Programmed Construction Funding	
Project:	IH 10 - Widen Freeway - to New Mexico State Line	Category		Amount	
Limits From:	0.22 MI W OF FM 1905 (ANTONIO ST)	7	STP-MM/REHABILITATION		\$20,150,000
Limits To:	SH 20 (MESA ST)	11	DISTRICT DISCRETIONARY		\$3,288,920
Description:	EXPAND FROM 4 TO 6 LANES; RAMP RECONFIGURATIONS; RECONSTRUCT EXISTING FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS	2	METRO CORRIDOR		\$124,931,432
		Total			\$148,370,352
		Est. Let Date:	FY 2020-2023 (Construct)		
		UTP Action:	No Funding Change		
		Est Const. Cost:	\$148,370,352		
		Toll:	No		
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 2121-03-146		Programmed Construction Funding	
Project:	IH 10 - Interchanges - El Paso Southeast	Category		Amount	
Limits From:	LEE TREVINO	12	STRATEGIC PRIORITY		\$16,820,000
Limits To:	EAST OF FM 659 (ZARAGOZA RD)	11	DISTRICT DISCRETIONARY		\$3,480,000
Description:	CONSTRUCT INTERCHANGES	7	STP-MM/REHABILITATION		\$3,760,000
		Total			\$24,060,000
					<i>CAT 12 add \$16.8M</i>
		Est. Let Date:	FY 2024-2029 (Develop)		
		UTP Action:	Funding Adjustment		
		Est Const. Cost:	\$24,060,000		
		Toll:	No		
		Ranking Tier:	1		

US 54		CSJ (Project ID): 0167-01-122		Programmed Construction Funding	
Project:	US 54 - Widen Freeway - El Paso North	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	KENWORTHY ST	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$36,340,000
Limits To:	FM 2529 (MCCOMBS ST)	Est Const. Cost:	\$39,169,068	7 STP-MM/REHABILITATION	\$2,829,068
Description:	CONSTRUCTION OF MAIN LANES AND GRADE SEPARATIONS	Toll:	No	Total	\$39,169,068
		Ranking Tier:	2		
US 62		CSJ (Project ID): 0374-02-100		Programmed Construction Funding	
Project:	US 62 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	GLOBAL REACH DR	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$118,195,000
Limits To:	FM 659 (ZARAGOZA RD)	Est Const. Cost:	\$146,583,777	4 URBAN CONNECTIVITY	\$28,388,776
Description:	ADD CAPACITY (MAIN LANES)	Toll:	No	Total	\$146,583,776
		Ranking Tier:	1		
SH 178		CSJ (Project ID): 3592-01-009		Programmed Construction Funding	
Project:	SH 178 - IH 10 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	NM/TX STATELINE	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$193,500,000
Limits To:	IH 10	Est Const. Cost:	\$193,500,000	Total	\$193,500,000
Description:	INTERCHANGE IMPROVEMENTS, U-TURNS, REBUILD I-10 OVERPASS, 4DCS	Toll:	No		
		Ranking Tier:	1		
SL 375		CSJ (Project ID): 2552-02-028		Programmed Construction Funding	
Project:	SL 375 - Widen Freeway - Fort Bliss	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SPUR 601	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$37,274,000
Limits To:	MONTANA AVE (US 62/180)	Est Const. Cost:	\$54,663,725	4 URBAN CONNECTIVITY	\$17,389,725
Description:	WIDEN FROM 4 TO 6 LANES ON MAINLANES AND CONSTRUCT 2 LANE FRONTAGE ROADS	Toll:	No	Total	\$54,663,725
		Ranking Tier:	1	<i>CAT 2 increased \$10M</i>	
SL 375		CSJ (Project ID): 2552-02-029		Programmed Construction Funding	
Project:	SL 375 - Widen Freeway - Fort Bliss	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	SPUR 601	UTP Action:	No Funding Change	11 DISTRICT DISCRETIONARY	\$3,500,000
Limits To:	DYER (BU 54A)	Est Const. Cost:	\$33,885,000	2 METRO CORRIDOR	\$30,385,000
Description:	ADD 1 LANE EACH DIRECTION	Toll:	No	Total	\$33,885,000
		Ranking Tier:	1		
SL 375		CSJ (Project ID): 2552-03-066		Programmed Construction Funding	
Project:	SL 375 - Improvement Project	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 76 (NORTH LOOP)	UTP Action:	New Authorization	10 COORD BORDER INFRASTRUCT	\$12,000,000
Limits To:	ZARAGOZA RD/POE	Est Const. Cost:	\$36,470,000	11 RIDER 11B	\$24,470,000
Description:	LP 375 (AMERICAS) RAMPS RECONFIGURATION AND FRONTAGE ROAD EXTENSION W/GRADE SEPARATION AT RAILROAD CROSSING	Toll:	No	Total	\$36,470,000
		Ranking Tier:	2		

SS 601		CSJ (Project ID): 1046-03-005		Programmed Construction Funding	
				Category	Amount
Project:	SS 601 - Interchange	Est. Let Date:	FY 2020-2023 (Construct)	11	DISTRICT DISCRETIONARY \$3,400,000
Limits From:	SPUR 601 @ LP 375	UTP Action:	No Funding Change	2	METRO CORRIDOR \$12,647,284
Limits To:	.	Est Const. Cost:	\$23,931,284	7	STP-MM/REHABILITATION \$7,884,000
Description:	CONSTRUCT NORTHBOUND- WESTBOUND AND EASTBOUND- SOUTHBOUND DIRECT CONNECTORS ON SPUR 601 AT LOOP 375	Toll:	No	Total	\$23,931,284
		Ranking Tier:	2		

CS		CSJ (Project ID): 0924-06-534		Programmed Construction Funding	
				Category	Amount
Project:	City Street - Added Capacity	Est. Let Date:	FY 2020-2023 (Construct)	10	COORD BORDER INFRASTRUCT \$13,000,000
Limits From:	(ON PELLICANO DR) JOE BATTLE BLVD	UTP Action:	No Funding Change	7	STP-MM/REHABILITATION \$8,220,000
Limits To:	DARRINGTON (BERRYVILLE ST)	Est Const. Cost:	\$23,000,000	5	CONGESTION & AIR QUALITY \$1,780,000
Description:	RECONSTRUCT/WIDEN FROM 2 TO 6 LANE DIVIDED (MEDIAN, CURB/RAM P, SIDEWALK, ILLUMINATION, SIGNING, STRIPING, BIKE LANE/PATH	Toll:	No	Total	\$23,000,000
		Ranking Tier:	2		

El Paso District | Hudspeth County

Individual Projects

US 62		CSJ (Project ID): 0374-05-026		Programmed Construction Funding	
				Category	Amount
Project:	US 62 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$9,076,444
Limits From:	13.608 MI E OF EL PASO/HUDSPETH CL	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	2.04 MI E OF FM 2317	Est Const. Cost:	\$25,141,300	Total	\$9,076,444
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	1		

US 62		CSJ (Project ID): 0374-06-022		Programmed Construction Funding	
				Category	Amount
Project:	US 62 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$12,101,925
Limits From:	2.04 MI E OF FM 2317	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	6.17 MI E OF RM 1111	Est Const. Cost:	\$27,203,400	Total	\$12,101,925
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	1		

US 62		CSJ (Project ID): 0374-07-027		Programmed Construction Funding	
				Category	Amount
Project:	US 62 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$10,120,407
Limits From:	3.715 MI W OF FM 1437	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	HUDSPETH/CULBERSON CO LINE	Est Const. Cost:	\$34,996,200	Total	\$10,120,407
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	2		

Fort Worth District

2020 Unified Transportation Program (UTP)

The Fort Worth District accounts for a large percentage of the overall growth in the Dallas-Fort Worth metropolitan area. The district works diligently to accommodate new development and residents in its urban area, and also to maintain roads in rural counties and connectivity to other districts.



Did You Know?

- The district currently has approximately 200 advance funding agreements with towns, cities, and private groups that keep its projects on track.
- Between 2017 and 2018, the Fort Worth District added more than 30,000 new residents.

★ DISTRICT HIGHLIGHTS

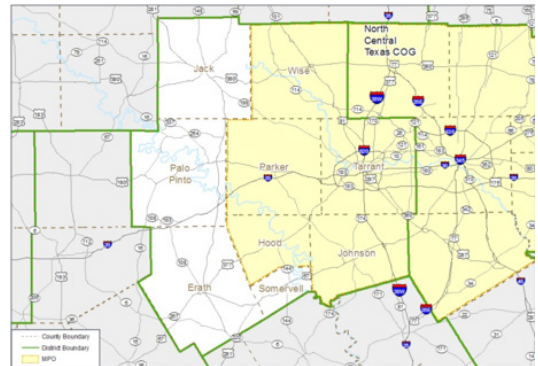
In July 2018, the section of Interstate I-35W from north of I-30 to SH 183, including TEXpress Lanes, opened to traffic. This opened the 10-mile project that rebuilt and widened I-35W from north of I-30 to US 81/287.

The \$1.6 billion project doubled the capacity of I-35W by adding two TEXpress Lanes in each direction, auxiliary lanes and some frontage roads. This project relieves traffic congestion and bottlenecks along one of the most highly congested roadways in the region.

Planning and Programming

“Continuous, collaborative, and comprehensive” is the district’s approach to planning. District staff create short-term and long-term roadmaps that tie directly into TxDOT’s goals. Staff then use performance measures associated with those goals to look at urgent needs and those that qualify for available funding categories.

The district works directly with the North Central Texas Council of Governments (NCTCOG) when developing its project list, aiming for seamlessness between regional plans and the UTP. It also works directly with local governments, transit providers, and private entities to acquire stakeholder input. This partnership helps the district’s work serve the whole region, balancing the urban and rural qualities of this district.



FAST FACTS

Population	2.6 million
Square Miles	Nearly 7,000
Daily Vehicle Miles	More than 42 million
Lane Miles	Nearly 9,000
Registered Vehicles	2.2 million

How to Stay Involved

- Fort Worth TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Texas Clear Lanes**: updates on congestion projects
- **North Central Texas Council of Governments** Metropolitan Planning Organization : [Regional Transportation Council meetings](#)
- **Southeast Connector project**: interchange at I-820, I-20 and US 287
- **North Tarrant Express**: project website
- **North Texas Tollway Authority**: regional toll authority
- Contact the district by [email](#)



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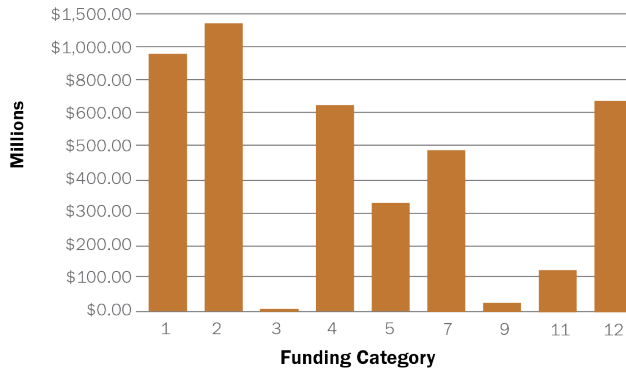
BETHANY.KURTZ@TXDOT.GOV

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

Fort Worth District: 2020 Planning Targets by Category



Priorities

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

With more than 42 million miles traveled by vehicles each day, air quality is a focus for the district, and each year it directs nearly \$35 million in Category 5 funding to improve this aspect of the district’s roads and health.

The district encompasses urban and rural counties, therefore connectivity is key. Category 4 funds are a large portion of Fort Worth’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, ensuring that materials and goods reach their destinations on time.

Finally, preventive maintenance rounds out the district’s typical budget. It spends approximately \$150 million annually on preventive, routine, and rehabilitative maintenance, derived mostly from Category 1.

12

TxDOT FUNDING CATEGORIES

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



I-35W/I-820 Interchange, Fort Worth District

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

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

Short Term (Four or fewer years)

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



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



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

Fort Worth District | Multiple-County Projects

Multi-Segment Projects

IH 30		CSJ (Project ID): 1068-02-147		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - Widen Freeway - Arlington	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$103,820,000
Limits From:	COOPER STREET	UTP Action:	Funding Adjustment	Total	\$103,820,000
Limits To:	DALLAS COUNTY LINE	Est Const. Cost:	\$103,820,000	<i>CAT 4 increased \$27.4M</i>	
Description:	RECONSTRUCT/WIDEN 6-8 GENERAL PURPOSE LNS, 2 CONCURRENT EXP LNS, 4 FRONTAGE ROAD LANES CONTINUOUS - TARRANT COUNTY	Toll:	No		
		Ranking Tier:	1		

US 287		CSJ (Project ID): 0172-09-037		Programmed Construction Funding	
				Category	Amount
Project:	US 287 - Frontage Roads - Mansfield	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$6,250,000
Limits From:	HERITAGE PARKWAY	UTP Action:	New Authorization	3 LOCAL	\$1,271,817
Limits To:	JOHNSON COUNTY LINE	Est Const. Cost:	\$7,521,817	Total	\$7,521,817
Description:	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS - TARRANT COUNTY	Toll:	No		
		Ranking Tier:	1		

US 287		CSJ (Project ID): 0172-10-013		Programmed Construction Funding	
				Category	Amount
Project:	US 287 - Frontage Roads - Mansfield	Est. Let Date:	FY 2020-2023 (Construct)	3 LOCAL	\$4,667,567
Limits From:	TARRANT COUNTY LINE	UTP Action:	New Authorization	2 METRO CORRIDOR	\$17,800,000
Limits To:	BU 287	Est Const. Cost:	\$22,467,567	Total	\$22,467,567
Description:	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS - JOHNSON COUNTY	Toll:	No		
		Ranking Tier:	1		

Fort Worth District | Erath County

Multi-Segment Projects

SH 6		CSJ (Project ID): 0258-01-029		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$4,865,250
Limits From:	FM 847	UTP Action:	No Funding Change	Total	\$4,865,250
Limits To:	CR 303	Est Const. Cost:	\$4,865,250		
Description:	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY, PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	1		

SH 6		CSJ (Project ID): 0258-02-059		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$7,617,750
Limits From:	CR 303	UTP Action:	No Funding Change	.11 DISTRICT DISCRETIONARY	\$3,927,994
Limits To:	US 281	Est Const. Cost:	\$11,545,744	Total	\$11,545,744
Description:	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY, PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	2		

Individual Projects

US 67		CSJ (Project ID): 0259-01-036		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$13,626,750
Limits From:	SH 220	UTP Action:	No Funding Change	Total	\$13,626,750
Limits To:	US 281	Est Const. Cost:	\$13,626,750		
Description:	CONSTRUCT SUPER 2 PASSING LANES	Toll:	No		
		Ranking Tier:	1		

Fort Worth District | Jack County

Individual Projects

US 281		CSJ (Project ID): 0249-07-071		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Safety Improvement Projects	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,659,250
Limits From:	AT SH 199	UTP Action:	No Funding Change	Total	\$10,659,250
Limits To:	.	Est Const. Cost:	\$10,659,250		
Description:	GRADE SEPARATION CONSTRUCT BRIDGE AND RETAINING WALLS AT INT INTERSECTION	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0249-07-072		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Safety Improvement Projects	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,663,195
Limits From:	AT US 380	UTP Action:	No Funding Change	Total	\$10,663,195
Limits To:	.	Est Const. Cost:	\$10,663,195		
Description:	CONSTRUCT BRIDGE AND RETAINING WALLS AT US 380 INTERSECTION	Toll:	No		
		Ranking Tier:	1		

SH 199		CSJ (Project ID): 0171-01-033		Programmed Construction Funding	
				Category	Amount
Project:	SH 199 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$8,358,000
Limits From:	US 281	UTP Action:	New Authorization	Total	\$8,358,000
Limits To:	WISE COUNTY LINE	Est Const. Cost:	\$8,358,000		
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	1		

Fort Worth District | Johnson County

Multi-Segment Projects

FM 917		CSJ (Project ID): 1181-02-033		Programmed Construction Funding	
				Category	Amount
Project:	FM 917 - Safety Improvement Projects	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,000,000
Limits From:	EDDY AVENUE	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	S. MAIN STREET	Est Const. Cost:	\$10,000,000		
Description:	CONSTRUCT RAILROAD GRADE SEPARATION AND REALIGN ROAD	Toll:	No		
		Ranking Tier:	2		

FM 917		CSJ (Project ID): 1181-03-036		Programmed Construction Funding	
				Category	Amount
Project:	FM 917 - Safety Improvement Projects	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$3,000,000
Limits From:	S. MAIN STREET	UTP Action:	No Funding Change	Total	\$3,000,000
Limits To:	SH 174	Est Const. Cost:	\$3,000,000		
Description:	CONSTRUCT RAILROAD GRADE SEPARATION AND REALIGN ROAD	Toll:	No		
		Ranking Tier:	2		

Individual Projects

IH 35W		CSJ (Project ID): 0014-03-088		Programmed Construction Funding	
				Category	Amount
Project:	IH 35W - FM 917 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$15,000,000
Limits From:	RICKY LN	UTP Action:	No Funding Change	Total	\$15,000,000
Limits To:	US 67	Est Const. Cost:	\$15,000,000		
Description:	RECONSTRUCT INTERCHANGE AT FM 917	Toll:	No		
		Ranking Tier:	1		

FM 157		CSJ (Project ID): 0747-05-035		Programmed Construction Funding	
				Category	Amount
Project:	FM 157 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$78,000,000
Limits From:	BU 287 P	UTP Action:	No Funding Change	Total	\$78,000,000
Limits To:	US 67	Est Const. Cost:	\$78,000,000		
Description:	REALIGN AND WIDEN ROADWAY FROM 2 TO 4 LANES	Toll:	No		
		Ranking Tier:	2		

FM 157		CSJ (Project ID): 0747-05-042		Programmed Construction Funding	
				Category	Amount
Project:	FM 157 - Upgrade to Urban Corridor	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$2,675,662
Limits From:	US 67	UTP Action:	No Funding Change	Total	\$2,675,662
Limits To:	8TH STREET	Est Const. Cost:	\$2,675,662		
Description:	RECONSTRUCT FROM RURAL 2 LANE TO URBAN 2 LANE WITH SIDEWALKS AND TURN LANES	Toll:	No		
		Ranking Tier:	3		

FM 157		CSJ (Project ID): 0747-05-043		Programmed Construction Funding	
				Category	Amount
Project:	FM 157 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$1,272,843
Limits From:	MAIN ST FROM 8TH STREET	UTP Action:	No Funding Change	Total	\$1,272,843
Limits To:	NORTH OF CR 108B	Est Const. Cost:	\$1,272,843		
Description:	REALIGN ROADWAY 2 LANE RURAL TO 2 LANE URBAN WITH SIDEWALKS AND TURN LANES	Toll:	No		
		Ranking Tier:	3		

Fort Worth District | Palo Pinto County

Multi-Segment Projects

US 281		CSJ (Project ID): 0249-08-042		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$4,203,000
Limits From:	JACK COUNTY LINE	UTP Action:	No Funding Change	4 REGIONAL CONNECTIVITY	\$9,797,000
Limits To:	FM 3027 (NORTH)	Est Const. Cost:	\$14,000,000	Total	\$14,000,000
Description:	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY, PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	2		

US 281		CSJ (Project ID): 0250-01-036		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$5,550,000
Limits From:	MH 379	UTP Action:	No Funding Change	11 DISTRICT DISCRETIONARY	\$4,450,000
Limits To:	APPROX. 5.5 MILES NORTH OF IH 20	Est Const. Cost:	\$10,000,000	Total	\$10,000,000
Description:	CONSTRUCT SUPER 2, GRADING, BASE, EXT CULVERTS, OVERLAY, PAVEMENT MARKINGS	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 180		CSJ (Project ID): 0007-09-021		Programmed Construction Funding	
				Category	Amount
Project:	US 180 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$4,000,000
Limits From:	WEST OF SH 16 NORTH	UTP Action:	New Authorization	Total	\$4,000,000
Limits To:	EAST OF ROSS WATSON RD	Est Const. Cost:	\$4,000,000		
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	2		

US 180		CSJ (Project ID): 0007-10-064		Programmed Construction Funding	
				Category	Amount
Project:	US 180 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$11,000,000
Limits From:	EAST OF ROSS WATSON RD	UTP Action:	New Authorization	Total	\$11,000,000
Limits To:	SW 12TH AVE	Est Const. Cost:	\$11,000,000		
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	2		

US 180		CSJ (Project ID): 0011-10-028		Programmed Construction Funding	
				Category	Amount
Project:	US 180 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$7,500,000
Limits From:	STEPHENS COUNTY LINE	UTP Action:	New Authorization	Total	\$7,500,000
Limits To:	CR 122	Est Const. Cost:	\$7,500,000		
Description:	CONSTRUCT SUPER 2	Toll:	No		
		Ranking Tier:	2		

Fort Worth District | Parker County

Individual Projects

IH 20		CSJ (Project ID): 0008-03-094		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Interchanges - Fort Worth West	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$21,800,000
Limits From:	FM 1187/3325	UTP Action:	No Funding Change	Total	\$21,800,000
Limits To:	TARRANT/PARKER COUNTY LINE	Est Const. Cost:	\$21,800,000		
Description:	CONSTRUCT INTERCHANGE AT WALSH RANCH PARKWAY AND EASTBOUND ENTRANCE RAMP, WESTBOUND EXIT RAMP, AND UTURN AT FM 1187	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0314-07-061		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - New Frontage Roads	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$21,000,000
Limits From:	FM 2552	UTP Action:	No Funding Change	Total	\$21,000,000
Limits To:	BANKHEAD HIGHWAY	Est Const. Cost:	\$21,000,000		
Description:	CONSTRUCT NEW WESTBOUND AND EASTBOUND FRONTAGE ROADS (0 TO 4/6 LANES)	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 1068-05-014		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$6,000,000
Limits From:	IH 20	UTP Action:	No Funding Change	Total	\$6,000,000
Limits To:	TARRANT/PARKER COUNTY LINE	Est Const. Cost:	\$6,000,000		
Description:	CONSTRUCT WB EXIT RAMP TO FM 1187 & CONSTRUCT EB ENTRANCE RAMP	Toll:	No		
		Ranking Tier:	1		

Fort Worth District | Somervell County

Individual Projects

US 67		CSJ (Project ID): 0259-03-055		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$7,500,000
Limits From:	JOHNSON COUNTY LINE	UTP Action:	No Funding Change	Total	\$7,500,000
Limits To:	SH 144	Est Const. Cost:	\$7,500,000		
Description:	CONSTRUCT SUPER 2 PASSING LANES	Toll:	No		
		Ranking Tier:	1		

US 67		CSJ (Project ID): 0259-03-058		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$20,000,000
Limits From:	BRAZOS RIVER	UTP Action:	New Authorization	Total	\$20,000,000
Limits To:	SH 144	Est Const. Cost:	\$20,000,000		
Description:	WIDEN 2 LANE RURAL TO 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

Fort Worth District | Tarrant County

Multi-Segment Projects

IH 20		CSJ (Project ID): 0008-13-206		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Southeast Connector	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$165,000,000
Limits From:	IH 20/IH820 INTERCHANGE	UTP Action:	New Authorization	Total	\$165,000,000
Limits To:	FOREST HILL DRIVE	Est Const. Cost:	\$165,000,000		
Description:	RECONSTRUCT FREEWAY AND FRONTAGE ROADS. ADD GENERAL PURPOSE MAIN LANES.	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 2374-05-066		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Southeast Connector	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$148,670,000
Limits From:	IH 820	UTP Action:	Funding Adjustment	4 URBAN CONNECTIVITY	\$153,000,000
Limits To:	PARK SPRINGS BLVD	Est Const. Cost:	\$355,000,000	12 STRATEGIC PRIORITY	\$53,330,000
Description:	RECONSTRUCT FREEWAY AND FRONTAGE ROADS. ADD GENERAL PURPOSE MAIN LANES AND COLLECTOR-DISTRIBUTOR LANES.	Toll:	No	Total	\$355,000,000
		Ranking Tier:	1	<i>CAT 12 add \$53M and CAT 2 increased \$23.7M</i>	

IH 820		CSJ (Project ID): 0008-13-125		Programmed Construction Funding	
				Category	Amount
Project:	IH 820 - Southeast Connector	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$220,398,000
Limits From:	IH 20	UTP Action:	Funding Adjustment	12 TX CLEAR LANES	\$429,602,000
Limits To:	BRENTWOOD STAIR ROAD	Est Const. Cost:	\$1,000,000,000	3 DESIGN BUILD	\$350,000,000
Description:	RECONSTRUCT FREEWAY AND FRONTAGE ROADS. ADD GENERAL PURPOSE MAIN LANES.	Toll:	No	Total	\$1,000,000,000
		Ranking Tier:	1	<i>CAT 2 increased \$80.2M, CAT 12CL increased \$89.4M</i>	

US 287		CSJ (Project ID): 0172-06-080		Programmed Construction Funding	
				Category	Amount
Project:	US 287 - Southeast Connector	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$40,000,000
Limits From:	IH 820/US 287 INTERCHANGE	UTP Action:	No Funding Change	Total	\$40,000,000
Limits To:	WICHITA ST/BISHOP ST	Est Const. Cost:	\$40,000,000		
Description:	RECONSTRUCT FREEWAY AND FRONTAGE ROADS.	Toll:	No		
		Ranking Tier:	1		

US 287		CSJ (Project ID): 0172-09-028		Programmed Construction Funding	
				Category	Amount
Project:	US 287 - Southeast Connector	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$30,000,000
Limits From:	IH 20 INTERCHANGE	UTP Action:	No Funding Change	Total	\$30,000,000
Limits To:	KENNEDALE/SUBLETT ROAD	Est Const. Cost:	\$30,000,000		
Description:	RECONSTRUCT FREEWAY AND FRONTAGE ROADS. ADD GENERAL PURPOSE MAIN LANE.	Toll:	No		
		Ranking Tier:	1		

US 287		CSJ (Project ID): 0014-15-033		Programmed Construction Funding		
				Category	Amount	
Project:	US 287 - Intersection Improvements			2	METRO CORRIDOR	\$1,541,669
Limits From:	FM 3479 (HARMON ROAD)	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,541,669
		UTP Action:	No Funding Change			
Limits To:	SOUTH OF PROPOSED NTP CROSSOVER	Est Const. Cost:	\$1,541,669			
Description:	RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479 (HARMON ROAD); PHASE 1B	Toll:	No			
		Ranking Tier:	1			

US 287		CSJ (Project ID): 0014-15-034		Programmed Construction Funding		
				Category	Amount	
Project:	US 287 - Intersection Improvements			2	METRO CORRIDOR	\$1,538,179
Limits From:	FM 3479 (HARMON ROAD)	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,538,179
		UTP Action:	No Funding Change			
Limits To:	SOUTHBOUND ENTRANCE RAMP	Est Const. Cost:	\$1,538,180			
Description:	CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY RECONSTRUCT EXISTING SB FRONTAGE RD FROM FM 3479 TO US 287	Toll:	No			
		Ranking Tier:	1			

US 287		CSJ (Project ID): 0014-15-035		Programmed Construction Funding		
				Category	Amount	
Project:	US 287 - Intersection Improvements			2	METRO CORRIDOR	\$1,538,179
Limits From:	ENTRANCE/EXIT RAMP, NORTH	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,538,179
		UTP Action:	No Funding Change			
Limits To:	FM 3479 (HARMON ROAD)	Est Const. Cost:	\$1,538,179			
Description:	RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SB FRONTAGE ROAD FROM RAMP TO FM 3479	Toll:	No			
		Ranking Tier:	1			

US 287		CSJ (Project ID): 0014-15-036		Programmed Construction Funding		
				Category	Amount	
Project:	US 287 - Intersection Improvements			2	METRO CORRIDOR	\$1,556,479
Limits From:	NORTH OF FM 3479	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,556,479
		UTP Action:	No Funding Change			
Limits To:	NORTH OF IH 35W INTERCHANGE	Est Const. Cost:	\$1,556,479			
Description:	CONSTRUCT AUXILIARY LANE FROM NB ENTRANCE FROM FM 3479 & IH35W TO NTP; AUXILIARY FOR SB EXIT TO FM 3479 & ENTR FR NTP	Toll:	No			
		Ranking Tier:	1			

SH 180		CSJ (Project ID): 0008-05-029		Programmed Construction Funding		
				Category	Amount	
Project:	SH 180 - Pavement Rehabilitation			2	METRO CORRIDOR	\$37,500,000
Limits From:	IH 35W	Est. Let Date:	FY 2024-2029 (Develop)	3	LOCAL	\$5,000,000
		UTP Action:	No Funding Change	Total		\$42,500,000
Limits To:	TIERNEY RD	Est Const. Cost:	\$42,500,000			
Description:	RECONSTRUCT ROADWAY	Toll:	No			
		Ranking Tier:	1			

SH 180		CSJ (Project ID): 0008-06-052		Programmed Construction Funding	
				Category	Amount
Project:	SH 180 - Pavement Rehabilitation	Est. Let Date:	FY 2024-2029 (Develop)	3 LOCAL	\$5,000,000
Limits From:	TIERNEY RD	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$12,500,000
Limits To:	IH 820	Est Const. Cost:	\$17,500,000	Total	\$17,500,000
Description:	RECONSTRUCT ROADWAY	Toll:	No		
		Ranking Tier:	1		

SH 199		CSJ (Project ID): 0171-04-050		Programmed Construction Funding	
				Category	Amount
Project:	SH 199 - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$61,293,000
Limits From:	NORTH OF FM 1886	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$45,006,400
Limits To:	S END OF LAKE WORTH BR	Est Const. Cost:	\$106,299,400	Total	\$106,299,400
Description:	CONSTRUCT 0 TO 6 MAINLANES, REALIGN FRONTAGE ROADS, AND CONSTRUCT BRIDGES OVER LAKE WORTH	Toll:	No		
		Ranking Tier:	1		

SH 199		CSJ (Project ID): 0171-05-097		Programmed Construction Funding	
				Category	Amount
Project:	SH 199 - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$22,000,000
Limits From:	S END OF LAKE WORTH BR	UTP Action:	No Funding Change	Total	\$22,000,000
Limits To:	AZLE AVE	Est Const. Cost:	\$22,000,000		
Description:	CONSTRUCT 0 TO 6 MAINLANES & REALIGN FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 820		CSJ (Project ID): 0008-14-132		Programmed Construction Funding	
				Category	Amount
Project:	IH 820 - Ramp and Frontage Road Improvements	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$20,000,000
Limits From:	Navajo Trail/Cahoba Drive	UTP Action:	New Authorization	Total	\$20,000,000
Limits To:	Marine Creek Parkway	Est Const. Cost:	\$20,000,000		
Description:	RELOCATE RAMPS, REALIGN FRONTAGE ROADS, ADD BRIDGES	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0008-16-042		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Widen Freeway - Benbrook	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$23,000,000
Limits From:	BRYANT IRVIN	UTP Action:	No Funding Change	Total	\$23,000,000
Limits To:	WINSCOTT	Est Const. Cost:	\$23,000,000		
Description:	CONSTRUCT 1 AUX LANE IN EACH DIRECTION	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0008-16-043		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Freeway Ramp Improvements	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$31,085,095
Limits From:	AT CHISHOLM TRAIL PARKWAY	UTP Action:	No Funding Change	Total	\$31,085,095
Limits To:	.	Est Const. Cost:	\$31,085,095		
Description:	ADD DIRECT CONNECT RAMPS	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 1068-01-214		Programmed Construction Funding		
				Category	Amount	
Project:	IH 30 - Widen Freeway - Fort Worth West			4	URBAN CONNECTIVITY	\$90,000,000
Limits From:	LINKCREST DRIVE	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$90,000,000
		UTP Action:	Funding Adjustment			
Limits To:	IH 820	Est Const. Cost:	\$90,000,000			
Description:	ADD 1 GP LANE IN EACH DIRECTION, CONST FRONTAGE ROADS, RECONST SP580 INTERCHANGE			Toll:	No	
		Ranking Tier:	1			
						<i>CAT 4 increased \$9M</i>

IH 20		CSJ (Project ID): 2374-05-093		Programmed Construction Funding		
				Category	Amount	
Project:	IH 20 - Widen Freeway - Arlington			2	METRO CORRIDOR	\$50,000,000
Limits From:	PARK SPRINGS BLVD	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$50,000,000
		UTP Action:	New Authorization			
Limits To:	DALLAS COUNTY LINE	Est Const. Cost:	\$50,000,000			
Description:	RECONSTRUCT FREEWAY FROM 8 TO 10 LANES AND 4/6 LANE CONTINUOUS FRONTAGE ROADS			Toll:	No	
		Ranking Tier:	2			

US 81		CSJ (Project ID): 0014-15-078		Programmed Construction Funding		
				Category	Amount	
Project:	US 81 - Frontage Road Improvements			2	METRO CORRIDOR	\$5,000,000
Limits From:	AVONDALE-HASLET RD	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$5,000,000
		UTP Action:	New Authorization			
Limits To:	H 35W	Est Const. Cost:	\$5,000,000			
Description:	CONSTRUCT 2 WAY FRONTAGE RDS TO 1 WAY FRONTAGE RDS AND RAMP MODIFICATIONS			Toll:	No	
		Ranking Tier:	1			

SH 199		CSJ (Project ID): 0171-05-068		Programmed Construction Funding		
				Category	Amount	
Project:	SH 199 - IH 820 Interchange			2	METRO CORRIDOR	\$180,000,000
Limits From:	AZLE AVENUE	Est. Let Date:	FY 2024-2029 (Develop)	Total		\$180,000,000
		UTP Action:	No Funding Change			
Limits To:	I-820	Est Const. Cost:	\$180,000,000			
Description:	CONSTRUCT 0 TO 6 FREEWAY MAIN LANES, CONSTRUCT 0 TO 4/6 LANE CONTINUOUS FRONTAGE LANES, AND INTERCHANGE AT IH 820			Toll:	No	
		Ranking Tier:	1			

SH 199		CSJ (Project ID): 0171-05-094		Programmed Construction Funding		
				Category	Amount	
Project:	SH 199 - Pavement Rehabilitation			2	METRO CORRIDOR	\$100,000,000
Limits From:	WHITE SETTLEMENT ROAD	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$100,000,000
		UTP Action:	No Funding Change			
Limits To:	IH 820	Est Const. Cost:	\$100,000,000			
Description:	RECONSTRUCT 4/6 TO 4/6 LANE DIVIDED URBAN			Toll:	No	
		Ranking Tier:	1			

SH 114		CSJ (Project ID): 0353-03-100		Programmed Construction Funding	
Project:	SH 114 - Frontage Road Improvements	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 1938	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$33,000,000
Limits To:	DOVE RD	Est Const. Cost:	\$36,000,000	3 LOCAL	\$3,000,000
Description:	CONSTRUCT EB FRONTAGE ROAD FROM FM 1938 TO SOLANA/KIRKWOOD AND WB AND EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE	Toll:	No	Total	\$36,000,000
		Ranking Tier:	1		
SH 360		CSJ (Project ID): 2266-02-148		Programmed Construction Funding	
Project:	SH 360 - Widen Freeway - Arlington	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	NORTH OF E. RANDOL MILL RD.	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$50,000,000
Limits To:	SOUTH OF E RANDOL MILL RD	Est Const. Cost:	\$50,000,000	Total	\$50,000,000
Description:	RECONSTRUCT 2/3 TO 4/8 LANE CONTINUOUS FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		
SH 360		CSJ (Project ID): 2266-02-150		Programmed Construction Funding	
Project:	SH 360 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SH 183	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$20,000,000
Limits To:	IH 30	Est Const. Cost:	\$20,000,000	Total	\$20,000,000
Description:	OPERATIONAL IMPROVEMENTS	Toll:	No		
		Ranking Tier:	1		
SH 170		CSJ (Project ID): 3559-02-007		Programmed Construction Funding	
Project:	SH 170 - Construct Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	IH 35W	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$155,000,000
Limits To:	DENTON COUNTY LINE	Est Const. Cost:	\$155,000,000	Total	\$155,000,000
Description:	CONSTRUCT 0 TO 4 LANE FREEWAY BETWEEN EXISTING FRONTAGE ROAD	Toll:	No		
		Ranking Tier:	1		
Various		CSJ (Project ID): 0902-90-142		Programmed Construction Funding	
Project:	Various - Rail Hwy Crossing Signals/Structures	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	VARIOUS LOCATIONS in Tarrant County	UTP Action:	New Authorization	12 STP-MM RECONCILIATION	\$565,777
Limits To:	.	Est Const. Cost:	\$565,777	Total	\$565,777
Description:	UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW & LONGER CROSSING ARMS, NEW RR SIGNALS, & A NON-MOUNTABLE CURB MEDIAN.	Toll:	No		
		Ranking Tier:	3		

Fort Worth District | Wise County

Multi-Segment Projects

US 81		CSJ (Project ID): 0013-07-083		Programmed Construction Funding	
				Category	Amount
Project:	US 81 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$16,700,000
Limits From:	NORTH OF CR 2195	UTP Action:	No Funding Change	Total	\$16,700,000
Limits To:	NORTH OF US 380	Est Const. Cost:	\$16,700,000		
Description:	CONSTRUCT MAINLANE GRADE SEPARATION AT RELOCATED FM 1810 AND US 81D, WITH ADDITION OF RAMPS AND FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	3		

BU 81-D		CSJ (Project ID): 0013-09-012		Programmed Construction Funding	
				Category	Amount
Project:	BU 81-D - Intersection Realignment	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$600,000
Limits From:	CR 1160- REALIGNED FM 1810 INTERSEC	UTP Action:	No Funding Change	Total	\$600,000
Limits To:	NORTH OF CR 2090	Est Const. Cost:	\$600,000		
Description:	REALIGNMENT OF BU 0081D AT REALIGNED INTERSECTION AT US 81/287 & FM 1810/BU 81D	Toll:	No		
		Ranking Tier:	3		

FM 1810		CSJ (Project ID): 2418-01-013		Programmed Construction Funding	
				Category	Amount
Project:	FM 1810 - Intersection Realignment	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$13,300,000
Limits From:	EAST OF CR 1122	UTP Action:	No Funding Change	Total	\$13,300,000
Limits To:	INTER. OF US 81/287 AT FM 1810	Est Const. Cost:	\$13,300,000		
Description:	REALIGNMENT OF FM 1810 AND GRADE SEPARATION AND RETAINING WALLS AT REALIGNED INTERSECTION AT US 81/287 & BU 81D	Toll:	No		
		Ranking Tier:	3		

Individual Projects

FM 730		CSJ (Project ID): 0312-04-022		Programmed Construction Funding	
				Category	Amount
Project:	FM 730 - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$14,000,000
Limits From:	3.331 MI N OF SH 114	UTP Action:	New Authorization	Total	\$14,000,000
Limits To:	SH 114 IN BOYD	Est Const. Cost:	\$14,000,000		
Description:	ADD SHOULDERS AND OVERLAY	Toll:	No		
		Ranking Tier:	3		

Houston District

2020 Unified Transportation Program (UTP)

Home to Houston – the largest city in Texas and the fourth largest city in the nation – the Houston District faces no shortage of transportation challenges. As TxDOT’s most urbanized district, the Houston staff’s efforts are focused on safety, congestion relief, and mobility management on highways, interstates, tollways, freeways, and farm-to-market roads in the six district counties.

Did You Know?

- Almost half of Texas’ 100 most-congested roadways are in Houston; more information can be found on the [Texas Clear Lanes website](#).
- The Houston metropolitan area’s population is larger than the state of New Jersey.

★ DISTRICT HIGHLIGHTS

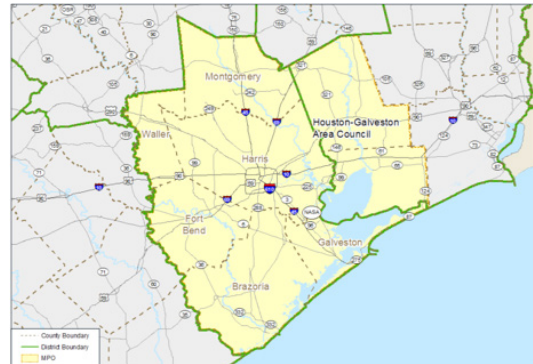
The Houston staff knows that downtown is the heart of the region. As residential and entertainment options grow, the area no longer sees a mass exodus after 5 p.m. When the district started planning for the I-45 North improvements, staff worked to design a project that would meet the needs of commuters, and also contribute to the vibrancy and walkability of downtown.

The environmental clearance process requires that alignment alternatives be developed and refined as part of the public involvement process, and more than 220 public involvement meetings were held. Downtown and neighborhood groups were vocal that this project should be integrated with the street network. District staff worked to make this happen, and the final plan reflects this input. The recommended alternative re-aligns I-45 with I-10 and I-69 on the east side of downtown Houston. Construction is scheduled for late 2021 or early 2022.

Planning and Programming

The district takes a corridor-driven approach to planning, focusing on adjoining projects that it can complete in one sustained effort. In doing so, staff keep construction costs low and minimize delays to the project life cycle. In addition, this process expedites construction, allowing improvements to reach commuters as soon as possible.

District staff also work hard to communicate with residents. Quarterly public involvement meetings offer a transparent look at the district’s activities. These standing updates, along with project-based meetings, offer Houston metro residents opportunities to stay informed and offer input.



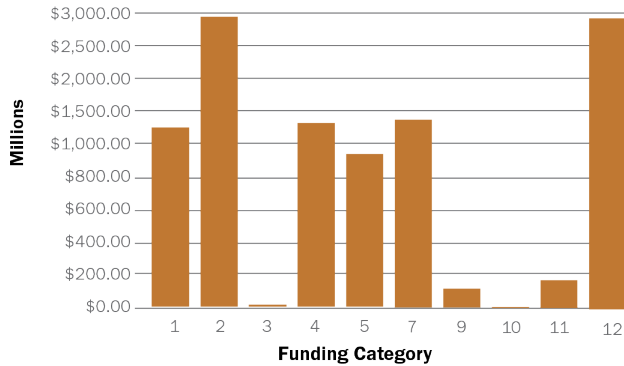
FAST FACTS

Population	6.6 million
Square Miles	Nearly 5,900
Daily Vehicle Miles	94.4 million
Lane Miles	More than 10,700
Registered Vehicles	5.4 million

How to Stay Involved

- Houston TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Houston-Galveston Area Council:** Metropolitan Planning Organization
- **North Houston Highway Improvement Project:** I-45 North project website
- Contact the district by [email](#)

Houston District: 2020 Planning Targets by Category



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TXDOT FUNDING CATEGORIES

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

Priorities

Houston’s most-traveled roads are not only some of the most congested in Texas, but also must serve national freight flows. I-45, I-69, and I-10 all converge downtown, and I-610, SH 288, SH 6, SH 225, SH 146, and US 290 are also major freight corridors. 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. Environmental clearance for I-45 North is expected in late 2019.

Major flooding in 2017 after Hurricane Harvey emphasized the importance of disaster planning in the Houston area. Capacity improvements have begun in 2018 on segments of SH 146, which serves as a significant hurricane evacuation route and freight corridor. The district also partners with local and federal authorities to help transportation information reach residents during emergencies through electronic message signs, social media, and news media alerts.

Data on road conditions is collected district-wide using intelligent transportation systems (ITS). Staff at Houston TranStar use this information to deliver safety alerts and inform evacuation plans, as well as provide traffic condition information. TranStar’s Emergency Operations Center is the country’s first combined transportation and emergency management center. The district staff partners closely with municipal jurisdictions and the Houston-Galveston Area Council to help alerts reach residents. This data analysis also helps staff plan for future relief routes that will address the region’s safety needs.



I-45 public meeting, Harris County

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-45 North Houston Highway Improvement Project Segments 1 and 2, Harris County: reconstruct, widen and add managed lanes from Beltway 8 to IH 10
- I-10, Harris, Fort Bend and Waller Counties; reconstruct and widen from Mason Rd to FM 359FM 521, Fort Bend County: reconstruct and widen from SH 6 to FM 2234

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
- I-45 South, Galveston County: widen south of FM 1764 to 61st Street
- SH 36, Brazoria County: widen from north of north of SH 35 to north of SH 332 SH 105, Montgomery County: widen from 10th Street to Liberty County



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

[@TXDOTHOUSTONPIO](https://twitter.com/TXDOTHOUSTONPIO)

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

Houston District | Multiple-County Projects

Multi-Segment Projects

IH 10		CSJ (Project ID): 0271-05-025		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Katy	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$70,000,000
Limits From:	WEST OF SNAKE CREEK	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$20,000,000
Limits To:	FORT BEND-HARRIS COUNTY LINE	Est Const. Cost:	\$90,000,000	Total	\$90,000,000
Description:	WIDEN TO ADD 2 DIAMOND LANES AND 2 GENERAL PURPOSE LANES - FORT BEND COUNTY	Toll:	No		
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 0271-06-117		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Katy	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$63,000,000
Limits From:	FORT BEND COUNTY LINE	UTP Action:	New Authorization	Total	\$63,000,000
Limits To:	MASON RD	Est Const. Cost:	\$63,000,000		
Description:	RESTRIPE AND WIDEN TO ADD 2 DIAMOND LANES - HARRIS COUNTY	Toll:	No		
		Ranking Tier:	1		

SH 105		CSJ (Project ID): 0338-04-066		Programmed Construction Funding	
				Category	Amount
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$63,000,000
Limits From:	FM 1484	UTP Action:	Funding Adjustment	Total	\$63,000,000
Limits To:	SAN JACINTO C/L	Est Const. Cost:	\$63,000,000	<i>CAT 2 increased \$10.8M</i>	
Description:	WIDEN FROM 2 TO 4 LANES DIVIDED - MONTGOMERY COUNTY	Toll:	No		
		Ranking Tier:	1		

FM 1488		CSJ (Project ID): 0523-04-017		Programmed Construction Funding	
				Category	Amount
Project:	FM 1488 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$2,000,000
Limits From:	W OF JOSEPH ROAD	UTP Action:	No Funding Change	Total	\$2,000,000
Limits To:	MONTGOMERY C/L	Est Const. Cost:	\$2,000,000		
Description:	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE DIVIDED RURAL - WALLER COUNTY	Toll:	No		
		Ranking Tier:	2		

FM 1488		CSJ (Project ID): 0523-08-007		Programmed Construction Funding	
				Category	Amount
Project:	FM 1488 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$26,900,000
Limits From:	WALLER COUNTY LINE	UTP Action:	No Funding Change	Total	\$26,900,000
Limits To:	FM 1774 IN MAGNOLIA	Est Const. Cost:	\$26,900,000		
Description:	RECONSTRUCT PAVEMENT 2 LANES TO 4-LANE DIVIDED RURAL - MONTGOMERY COUNTY	Toll:	No		
		Ranking Tier:	2		

Houston District | Brazoria County

Multi-Segment Projects

SH 36		CSJ (Project ID): 0188-03-022		Programmed Construction Funding	
Project:		SH 36 - Widen Non-Freeway		Category	Amount
Limits From:	NORTH OF CR 467/HOGG RANCH RD	Est. Let Date:	FY 2020-2023 (Construct)	3 PASS-THROUGH	\$7,707,000
Limits To:	SH 35	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$500,000
Description:	GS OVER NEW SH 35, OVERLAY AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES	Est Const. Cost:	\$7,300,000	Total	\$8,207,000
		Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-04-025		Programmed Construction Funding	
Project:		SH 36 - Widen Non-Freeway		Category	Amount
Limits From:	FM 522	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$37,400,000
Limits To:	2.044 MILES NORTH OF SH 332	UTP Action:	No Funding Change	Total	\$37,400,000
Description:	WIDEN TO 4 LANE DIVIDED RURAL	Est Const. Cost:	\$37,400,000		
		Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-04-035		Programmed Construction Funding	
Project:		SH 36 - Widen Non-Freeway		Category	Amount
Limits From:	SH 35	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$28,000,000
Limits To:	FM 522	UTP Action:	No Funding Change	Total	\$28,000,000
Description:	RECONSTRUCT TO 4 LANE DIVIDED WITH CONTINUOUS LEFT TURN LANE INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMODATIONS	Est Const. Cost:	\$28,000,000		
		Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-04-050		Programmed Construction Funding	
Project:		SH 36 - Widen Non-Freeway		Category	Amount
Limits From:	SH 35	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$5,326,186
Limits To:	SOUTH OF SH 35	UTP Action:	No Funding Change	3 PASS-THROUGH	\$4,264,300
Description:	GS OVER NEW SH 35, OVERLAY AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES	Est Const. Cost:	\$9,590,486	Total	\$9,590,486
		Toll:	No		
		Ranking Tier:	1		

Individual Projects

SH 36		CSJ (Project ID): 0111-08-100		Programmed Construction Funding	
Project:		SH 36 - Widen Non-Freeway		Category	Amount
Limits From:	0.5 MI S OF THE BRAZOS RIVER	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$8,500,000
Limits To:	FM 1495 (SEG. 15)	UTP Action:	No Funding Change	Total	\$8,500,000
Description:	WIDEN TO 4-LANE DIVIDED	Est Const. Cost:	\$8,500,000		
		Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-03-019		Programmed Construction Funding	
				Category	Amount
Project:	SH 36 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	7 STP-MM/REHABILITATION	\$77,550,000
Limits From:	FORT BEND COUNTY LINE	UTP Action:	No Funding Change	2	\$4,592,637
Limits To:	N OF CR 467/HOGG RANCH RD	Est Const. Cost:	\$82,142,637	Total	\$82,142,637
Description:	WIDEN TO 4-LANE DIVIDED ROADWAY WITH INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-05-027		Programmed Construction Funding	
				Category	Amount
Project:	SH 36 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$45,500,000
Limits From:	S OF BRAZORIA	UTP Action:	No Funding Change	Total	\$45,500,000
Limits To:	S OF JONES CREEK BRIDGE	Est Const. Cost:	\$45,500,000		
Description:	WIDEN TO 4-LANE DIVIDED RURAL AT FM 2004	Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-06-046		Programmed Construction Funding	
				Category	Amount
Project:	SH 36 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$14,411,000
Limits From:	S. OF JONES CREEK BRIDGE	UTP Action:	No Funding Change	Total	\$14,411,000
Limits To:	0.2 MI N OF BRAZOS RIV DIVERSION CH	Est Const. Cost:	\$14,411,000		
Description:	WIDEN TO 4-LANE DIVIDED RURAL	Toll:	No		
		Ranking Tier:	1		

SH 288		CSJ (Project ID): 0598-02-119		Programmed Construction Funding	
				Category	Amount
Project:	SH 288 - New Location Non-Freeway - Pearland	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$13,981,000
Limits From:	FM 518	UTP Action:	No Funding Change	Total	\$13,981,000
Limits To:	CR 59	Est Const. Cost:	\$13,981,000		
Description:	CONSTRUCT 2-LANE NB FRONTAGE ROAD WITH PEDESTRIAN AND BICYCLE ACCOMODATIONS	Toll:	No		
		Ranking Tier:	1		

SH 288		CSJ (Project ID): 0598-02-120		Programmed Construction Funding	
				Category	Amount
Project:	SH 288 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$8,032,000
Limits From:	SH 6	UTP Action:	No Funding Change	Total	\$8,032,000
Limits To:	FM 1462	Est Const. Cost:	\$8,032,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

Houston District | Fort Bend County

Multi-Segment Projects

SH 36		CSJ (Project ID): 0187-05-062		Programmed Construction Funding	
				Category	Amount
Project:	SH 36 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$9,908,400
Limits From:	AUSTIN COUNTY LINE	UTP Action:	No Funding Change	Total	\$9,908,400
Limits To:	SPUR 10	Est Const. Cost:	\$9,908,400		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

SS 10		CSJ (Project ID): 0187-05-061		Programmed Construction Funding	
				Category	Amount
Project:	SS 10 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$4,451,600
Limits From:	SH 36 NORTH	UTP Action:	No Funding Change	Total	\$4,451,600
Limits To:	IH 69	Est Const. Cost:	\$4,451,600		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 69		CSJ (Project ID): 0027-12-152		Programmed Construction Funding	
				Category	Amount
Project:	IH 69 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$17,966,000
Limits From:	READING ROAD	UTP Action:	No Funding Change	Total	\$17,966,000
Limits To:	SH 99	Est Const. Cost:	\$17,966,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 0271-05-049		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Katy	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$43,000,000
Limits From:	WALLER-FORT BEND COUNTY LINE	UTP Action:	New Authorization	Total	\$43,000,000
Limits To:	WEST OF SNAKE CREEK	Est Const. Cost:	\$43,000,000		
Description:	WIDEN TO ADD 2 DIAMOND LANES AND 2 GENERAL PURPOSE LANES	Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-01-016		Programmed Construction Funding	
				Category	Amount
Project:	SH 36 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$29,500,000
Limits From:	US 59	UTP Action:	No Funding Change	Total	\$29,500,000
Limits To:	FM 2218	Est Const. Cost:	\$29,500,000		
Description:	WIDEN TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-02-029		Programmed Construction Funding	
				Category	Amount
Project:	SH 36 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	7 STP-MM/REHABILITATION	\$11,750,000
Limits From:	0.43 MI N OF FM 2218	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$59,400,000
Limits To:	0.284 MI S OF NEEDVILLE-FAIRCHILDS	Est Const. Cost:	\$87,333,219	2 METRO CORRIDOR	\$16,183,219
Description:	WIDEN TO 4-LANE DIVIDED RURAL	Toll:	No	Total	\$87,333,219
		Ranking Tier:	1		

SH 36		CSJ (Project ID): 0188-02-036		Programmed Construction Funding	
Project:	SH 36 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	0.284 MI S OF NEEDVILLE-FAIRCHILD	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$38,300,000
Limits To:	BRAZORIA C/L	Est Const. Cost:	\$57,086,729	2 METRO CORRIDOR	\$18,786,729
Description:	WIDEN TO 4-LANE DIVIDED RURAL	Toll:	No	Total	\$57,086,729
		Ranking Tier:	1		

SH 6		CSJ (Project ID): 0192-01-099		Programmed Construction Funding	
Project:	SH 6 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FORT BEND PKWY TOLLWAY	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$2,397,000
Limits To:	BRAZORIA C/L	Est Const. Cost:	\$2,397,000	Total	\$2,397,000
Description:	INSTALL ITS EQUIPMENT & INFRASTRUCTURE - 144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS, DMS & TRAVELTIME READERS	Toll:	No		
		Ranking Tier:	1		

FM 521		CSJ (Project ID): 0111-03-059		Programmed Construction Funding	
Project:	FM 521 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	SH 6	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$79,300,000
Limits To:	FM 2234	Est Const. Cost:	\$79,300,000	Total	\$79,300,000
Description:	RECONSTRUCT AND WIDEN TO 4 LANES WITH RAISED MEDIANS, INTERSECTION IMPROVEMENTS, SIGNAL IMPROVEMENTS & PED ACCESS	Toll:	No		
		Ranking Tier:	1		

FM 723		CSJ (Project ID): 0188-09-040		Programmed Construction Funding	
Project:	FM 723 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SOUTH OF BEADLE LANE	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$50,000,000
Limits To:	FM 1093	Est Const. Cost:	\$50,000,000	Total	\$50,000,000
Description:	WIDEN FROM 2 TO 4 LANES	Toll:	No		
		Ranking Tier:	2		

FM 723		CSJ (Project ID): 0188-09-051		Programmed Construction Funding	
Project:	FM 723 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	Beadle Lane	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$30,000,000
Limits To:	North of Brazos River	Est Const. Cost:	\$30,000,000	Total	\$30,000,000
Description:	WIDEN FROM 2 TO 4 LANES	Toll:	No		
		Ranking Tier:	3		

FM 1463		CSJ (Project ID): 0188-10-021		Programmed Construction Funding	
Project:	FM 1463 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	IH 10	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$33,400,000
Limits To:	600 FEET NORTH OF WESTRIDGE CRK LN	Est Const. Cost:	\$33,400,000	Total	\$33,400,000
Description:	WIDEN FROM 2 TO 4 AND 6 LANES URBAN DIVIDED	Toll:	No		
		Ranking Tier:	2		

FM 1463		CSJ (Project ID): 0188-10-028		Programmed Construction Funding	
Project:		Est. Let Date:		Category	Amount
FM 1463 - Widen Non-Freeway		FY 2020-2023 (Construct)		2 METRO CORRIDOR	\$41,300,000
Limits From: 600 FEET NORTH OF WESTRIDGE CRK LN		UTP Action: No Funding Change		Total	\$41,300,000
Limits To: FM 1093		Est Const. Cost: \$41,300,000			
Description: WIDEN FROM 2 TO 4 AND 6 LANES URBAN DIVIDED		Toll: No			
		Ranking Tier: 2			

FM 2218		CSJ (Project ID): 2093-01-010		Programmed Construction Funding	
Project:		Est. Let Date:		Category	Amount
FM 2218 - Widen Non-Freeway		FY 2020-2023 (Construct)		2 METRO CORRIDOR	\$38,500,000
Limits From: SH 36		UTP Action: No Funding Change		Total	\$38,500,000
Limits To: IH 69		Est Const. Cost: \$38,500,000			
Description: WIDEN FROM 2 LANES TO 4-LANE DIVIDED		Toll: No			
		Ranking Tier: 1			

Houston District | Galveston County

Individual Projects

IH 45		CSJ (Project ID): 0500-01-107		Programmed Construction Funding	
Project:		Est. Let Date:		Category	Amount
IH 45 - Widen Freeway - From Causeway to Texas City		FY 2020-2023 (Construct)		2 METRO CORRIDOR	\$100,000,000
Limits From: 0.1 MI N OF CAUSEWAY		UTP Action: No Funding Change		Total	\$100,000,000
Limits To: S OF TEXAS CITY WYE		Est Const. Cost: \$100,000,000			
Description: RECONSTRUCT TO 8 MAIN LANES; 2 2-LANE FRONTAGE ROADS		Toll: No			
		Ranking Tier: 1			

IH 45		CSJ (Project ID): 0500-01-119		Programmed Construction Funding	
Project:		Est. Let Date:		Category	Amount
IH 45 - Widen Freeway - Galveston Island		FY 2020-2023 (Construct)		2 METRO CORRIDOR	\$114,000,000
Limits From: 61ST STREET		UTP Action: No Funding Change		Total	\$114,000,000
Limits To: 0.1 MI S OF CAUSEWAY		Est Const. Cost: \$114,000,000			
Description: RECONSTRUCT TO 8 MAIN LANES, 2 2-LANE FRONTAGE ROADS WITH SH 275 AND 61ST STREET CONNECTIONS		Toll: No			
		Ranking Tier: 1			

IH 45		CSJ (Project ID): 0500-04-103		Programmed Construction Funding	
Project:		Est. Let Date:		Category	Amount
IH 45 - Widen Freeway - La Marque		FY 2020-2023 (Construct)		2 METRO CORRIDOR	\$72,000,000
Limits From: N OF TEXAS CITY WYE		UTP Action: No Funding Change		Total	\$72,000,000
Limits To: S OF TEXAS CITY WYE		Est Const. Cost: \$72,000,000			
Description: RECONSTRUCT IH 45/SH 146/SH 6 INTERCHANGE		Toll: No			
		Ranking Tier: 1			

IH 45		CSJ (Project ID): 0500-04-104		Programmed Construction Funding	
Project:		Est. Let Date:		Category	Amount
IH 45 - Widen Freeway - La Marque		FY 2020-2023 (Construct)		2 METRO CORRIDOR	\$105,700,000
Limits From: N OF FM 519		UTP Action: No Funding Change		Total	\$105,700,000
Limits To: N OF TEXAS CITY WYE		Est Const. Cost: \$105,700,000			
Description: RECONSTRUCT TO 8 MAIN LANES AND 2 2-LANE FRONTAGE ROADS		Toll: No			
		Ranking Tier: 1			

IH 45		CSJ (Project ID): 0500-04-112		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Texas City Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$69,284,000
Limits From:	AT TEXAS CITY WYE	UTP Action:	No Funding Change	Total	\$69,284,000
Limits To:	.	Est Const. Cost:	\$69,284,000		
Description:	CONSTRUCT TWO DIRECT CONNECTORS TO LP 197 (SB TO EB & WB TO NB) TO PORT OF TEXAS CITY AT SHOAL POINT AT TEXAS CITY WYE	Toll:	No		
		Ranking Tier:	1		

SH 146		CSJ (Project ID): 0389-06-088		Programmed Construction Funding	
				Category	Amount
Project:	SH 146 - Widen Freeway - Kemah to Texas City	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$93,500,000
Limits From:	FM 518	UTP Action:	No Funding Change	Total	\$93,500,000
Limits To:	FM 517	Est Const. Cost:	\$93,500,000		
Description:	WIDEN TO 6 LANES	Toll:	No		
		Ranking Tier:	1		

FM 646		CSJ (Project ID): 0978-02-053		Programmed Construction Funding	
				Category	Amount
Project:	FM 646 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$7,000,000
Limits From:	SH 146	UTP Action:	No Funding Change	Total	\$7,000,000
Limits To:	FM 3436	Est Const. Cost:	\$7,000,000		
Description:	WIDEN FROM 2 LANES TO 4-LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

FM 646		CSJ (Project ID): 3049-01-022		Programmed Construction Funding	
				Category	Amount
Project:	FM 646 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$31,127,000
Limits From:	FM 1266	UTP Action:	No Funding Change	Total	\$31,127,000
Limits To:	EDMUNDS WAY	Est Const. Cost:	\$31,127,000		
Description:	WIDEN FROM 2 TO 4 LANES DIVIDED WITH OVERPASS BRIDGE	Toll:	No		
		Ranking Tier:	2		

FM 646		CSJ (Project ID): 3049-01-023		Programmed Construction Funding	
				Category	Amount
Project:	FM 646 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$21,200,000
Limits From:	FM 3436	UTP Action:	No Funding Change	Total	\$21,200,000
Limits To:	FM 1266	Est Const. Cost:	\$21,200,000		
Description:	WIDEN TO 4 LANE DIVIDED ROAD	Toll:	No		
		Ranking Tier:	1		

Houston District | Harris County

Multi-Segment Projects

IH 45		CSJ (Project ID): 0500-03-560		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - N. Houston Hwy. Improvement Project - Segment 2	Est. Let Date:	FY 2024-2029 (Develop)	2	METRO CORRIDOR \$100,000,000
Limits From:	IH 10	UTP Action:	New Authorization	12	STRATEGIC PRIORITY \$220,000,000
Limits To:	IH 610	Est Const. Cost:	\$320,000,000	Total	\$320,000,000
Description:	RECONSTRUCT MAIN LANES, FRONTAGE LANES AND CONSTRUCT 4 ADDITIONAL MANAGED LANES(NON-TOLLED)	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0500-03-597		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - N. Houston Hwy. Improvement Project - Segment 2 - IH 610 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	12	STRATEGIC PRIORITY \$397,500,000
Limits From:	AT IH 610	UTP Action:	New Authorization	12	TX CLEAR LANES \$122,500,000
Limits To:	.	Est Const. Cost:	\$520,000,000	Total	\$520,000,000
Description:	RECONSTRUCT INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0500-03-598		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - N. Houston Hwy. Improvement Project - Segment 3	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY \$200,000,000
Limits From:	IH 69 SOUTH	UTP Action:	No Funding Change	Total	\$200,000,000
Limits To:	IH 10	Est Const. Cost:	\$200,000,000		
Description:	CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING PIERCE ELEVATED	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0500-03-599		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - N. Houston Hwy. Improvement Project - Segment 3	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR \$386,880,000
Limits From:	AT IH 10 WEST	UTP Action:	No Funding Change	12	TX CLEAR LANES \$246,420,000
Limits To:	.	Est Const. Cost:	\$721,400,000	4	URBAN CONNECTIVITY \$88,100,000
Description:	RECONSTRUCT INTERCHANGE INCLUDING IH 10 EXPRESS LANES (NON-TOLLED)	Toll:	No	Total	\$721,400,000
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0500-03-601		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - N. Houston Hwy. Improvement Project - Segment 3	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY \$354,780,000
Limits From:	AT IH 69 SOUTH	UTP Action:	No Funding Change	12	TX CLEAR LANES \$501,720,000
Limits To:	.	Est Const. Cost:	\$1,626,600,000	3	DESIGN BUILD \$770,100,000
Description:	RECONSTRUCT INTERCHANGE INCLUDING IH 45 & IH 69 MAINLANES	Toll:	No	Total	\$1,626,600,000
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0500-08-001		Programmed Construction Funding		
				Category	Amount	
Project:	IH 45 - N. Houston Hwy. Improvement Project - Segment 3			4	URBAN CONNECTIVITY	\$432,220,000
Limits From:	AT IH 69 NORTH AND IH 10 EAST	Est. Let Date:	FY 2020-2023 (Construct)	12	TX CLEAR LANES	\$440,980,000
Limits To:	.	UTP Action:	No Funding Change	Total		\$873,200,000
Description:	RECONSTRUCT INTERCHANGE INCLUDING IH 45, IH 10 & IH 69 MAINLANES AND IH 10 EXPRESS LANES (NON-TOLLED)	Est Const. Cost:	\$873,200,000			
		Toll:	No			
		Ranking Tier:	1			

IH 69		CSJ (Project ID): 0027-13-200		Programmed Construction Funding		
				Category	Amount	
Project:	IH 69 - N. Houston Hwy. Improvement Project - Segment 3			12	TX CLEAR LANES	\$173,500,000
Limits From:	SH 288	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$173,500,000
Limits To:	IH 45	UTP Action:	No Funding Change			
Description:	RECONSTRUCT AND WIDEN TO 12 MAIN LANES AND RECONSTRUCT IH69/ SH 288 INTERCHANGE	Est Const. Cost:	\$173,500,000			
		Toll:	No			
		Ranking Tier:	1			

IH 69		CSJ (Project ID): 0027-13-221		Programmed Construction Funding		
				Category	Amount	
Project:	IH 69 - N. Houston Hwy. Improvement Project - Segment 3			12	TX CLEAR LANES	\$55,800,000
Limits From:	AT MCGOWEN, TUAM AND ELGIN	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$55,800,000
Limits To:	.	UTP Action:	No Funding Change			
Description:	CONSTRUCT 3 BRIDGES	Est Const. Cost:	\$55,800,000			
		Toll:	No			
		Ranking Tier:	1			

SH 146		CSJ (Project ID): 0389-05-087		Programmed Construction Funding		
				Category	Amount	
Project:	SH 146 - Widen Freeway - LaPorte to Seabrook			2	METRO CORRIDOR	\$67,500,000
Limits From:	FAIRMONT PARKWAY	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$67,500,000
Limits To:	RED BLUFF	UTP Action:	Funding Adjustment			
Description:	WIDEN TO 6 LANES WITH 2 2-LANE FRONTAGE ROADS	Est Const. Cost:	\$67,500,000			
		Toll:	No			
		Ranking Tier:	1			

SH 146		CSJ (Project ID): 0389-05-129		Programmed Construction Funding		
				Category	Amount	
Project:	SH 146 - Widen Freeway - LaPorte to Seabrook			2	METRO CORRIDOR	\$9,900,000
Limits From:	NORTH OF FAIRMONT PARKWAY	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$9,900,000
Limits To:	.	UTP Action:	No Funding Change			
Description:	CONSTRUCT NEW CONCRETE PAVEMENT TO REMOVE BOTTLE NECK	Est Const. Cost:	\$10,700,000			
		Toll:	No			
		Ranking Tier:	1			

FM 2920		CSJ (Project ID): 2941-02-054		Programmed Construction Funding		
				Category	Amount	
Project:	FM 2920 - Traffic Management Technology			2	METRO CORRIDOR	\$1,371,000
Limits From:	SH 249	Est. Let Date:	FY 2020-2023 (Construct)	Total		\$1,371,000
Limits To:	WILLOW ST	UTP Action:	No Funding Change			
Description:	INSTALL ITS EQUIPMENT & INFRASTRUCTURE - 144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS & TRAVEL TIME READERS	Est Const. Cost:	\$1,371,000			
		Toll:	No			
		Ranking Tier:	3			

FM 2920		CSJ (Project ID): 2941-02-056		Programmed Construction Funding	
				Category	Amount
Project:	FM 2920 - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$28,613,000
Limits From:	BS 249	UTP Action:	No Funding Change	Total	\$28,613,000
Limits To:	WILLOW ST	Est Const. Cost:	\$28,613,000		
Description:	RECONSTRUCT ROADWAY WITH RAISED MEDIANS, DRAINAGE, SIGNAL IMPROVEMENTS AND SIDEWALKS	Toll:	No		
		Ranking Tier:	3		

Individual Projects

IH 69		CSJ (Project ID): 0027-13-201		Programmed Construction Funding	
				Category	Amount
Project:	IH 69 - N. Houston Hwy. Improvement Project - Segment 3	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$210,000,000
Limits From:	SH 288	UTP Action:	Funding Adjustment	Total	\$210,000,000
Limits To:	SP 527	Est Const. Cost:	\$210,000,000		
Description:	RECONSTRUCT TO 10 MAIN LANES	Toll:	No		
		Ranking Tier:	1		

IH 610		CSJ (Project ID): 0271-16-111		Programmed Construction Funding	
				Category	Amount
Project:	IH 610 - SH 35 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$56,500,000
Limits From:	AT SH 35 NORTH	UTP Action:	Funding Adjustment	12 TX CLEAR LANES	\$103,500,000
Limits To:	.	Est Const. Cost:	\$160,000,000	Total	\$160,000,000
Description:	CONSTRUCT 4 DIRECT CONNECTORS BETWEEN IH 610 AND SH 35 NORTH	Toll:	No		
		Ranking Tier:	1		

US 90A		CSJ (Project ID): 0027-09-104		Programmed Construction Funding	
				Category	Amount
Project:	US 90A - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,000,000
Limits From:	FORT BEND COUNTY LINE	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	IH 610S	Est Const. Cost:	\$10,000,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

US 290		CSJ (Project ID): 0050-06-089		Programmed Construction Funding	
				Category	Amount
Project:	US 290 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$26,932,000
Limits From:	BADTKE	UTP Action:	No Funding Change	Total	\$26,932,000
Limits To:	MUESCHKE	Est Const. Cost:	\$26,932,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

SH 35		CSJ (Project ID): 0178-09-018		Programmed Construction Funding	
				Category	Amount
Project:	SH 35 - New Location Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$56,000,000
Limits From:	NORTH OF OLD SPANISH TRAIL	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$15,000,000
Limits To:	GRIGGS ROAD	Est Const. Cost:	\$71,000,000	Total	\$71,000,000
Description:	CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION	Toll:	No		
		Ranking Tier:	1		

SH 35		CSJ (Project ID): 0178-09-019		Programmed Construction Funding	
				Category	Amount
Project:	SH 35 - New Location Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$3,200,000
Limits From:	LONG DRIVE	UTP Action:	Funding Adjustment	12 TX CLEAR LANES	\$22,000,000
Limits To:	BELLFORT	Est Const. Cost:	\$25,200,000	Total	\$25,200,000
Description:	CONSTRUCT TWO LANE FRONTAGE ROADS ON NEW LOCATION	Toll:	No	<i>CAT 12 add \$3.2M</i>	
		Ranking Tier:	1		

SH 35		CSJ (Project ID): 0178-09-020		Programmed Construction Funding	
				Category	Amount
Project:	SH 35 - New Location Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 TX CLEAR LANES	\$62,000,000
Limits From:	GRIGGS ROAD	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$20,000,000
Limits To:	BELLFORT	Est Const. Cost:	\$82,000,000	Total	\$82,000,000
Description:	CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION	Toll:	No	<i>CAT 12 add \$20M</i>	
		Ranking Tier:	1		

SH 146		CSJ (Project ID): 0389-05-127		Programmed Construction Funding	
				Category	Amount
Project:	SH 146 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$3,000,000
Limits From:	WEST FAIRMONT PARKWAY	UTP Action:	No Funding Change	Total	\$3,000,000
Limits To:	NASA 1	Est Const. Cost:	\$3,000,000		
Description:	INSTALL ITS EQUIPMENT & INFRASTRUCTURE - 144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS, DMS & TRAVELTIME READERS	Toll:	No		
		Ranking Tier:	1		

SH 225		CSJ (Project ID): 0502-01-217		Programmed Construction Funding	
				Category	Amount
Project:	SH 225 - Beltway 8 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	3 LOCAL	\$58,000,000
Limits From:	AT BW 8	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$58,000,000
Limits To:	.	Est Const. Cost:	\$116,000,000	Total	\$116,000,000
Description:	CONSTRUCT DIRECT CONNECTORS	Toll:	No		
		Ranking Tier:	1		

SH 99		CSJ (Project ID): 3510-05-040		Programmed Construction Funding	
				Category	Amount
Project:	SH 99 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$4,487,000
Limits From:	FORT BEND COUNTY LINE	UTP Action:	No Funding Change	Total	\$4,487,000
Limits To:	IH 10	Est Const. Cost:	\$4,487,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

BU 90-U		CSJ (Project ID): 0028-01-067		Programmed Construction Funding	
				Category	Amount
Project:	BU 90-U - Widen Freeway - Houston Northeast	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$17,000,000
Limits From:	IH 610, NE	UTP Action:	No Funding Change	Total	\$17,000,000
Limits To:	E OF MESA RD (OLD FM 527)	Est Const. Cost:	\$17,000,000		
Description:	WIDEN TO 6 LANE DIVIDED URBAN_(PHASE 2)	Toll:	No		
		Ranking Tier:	1		

FM 2100		CSJ (Project ID): 1062-02-009		Programmed Construction Funding		
Project:		Est. Let Date:		Category	Amount	
FM 2100 - Widen Non-Freeway		FY 2020-2023 (Construct)		2	METRO CORRIDOR	\$40,000,000
Limits From: HUFFMAN-CLEVELAND RD (NORTH)		UTP Action: No Funding Change		Total		\$40,000,000
Limits To: FM 1960		Est Const. Cost: \$40,000,000				
Description: WIDEN FROM 2 TO 4 LANES DIVIDED WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PED & BIKE ACCOMMODATIONS		Toll: No				
		Ranking Tier: 2				

FM 2100		CSJ (Project ID): 1062-02-011		Programmed Construction Funding		
Project:		Est. Let Date:		Category	Amount	
FM 2100 - New Location Non-Freeway - Houston Northeast		FY 2024-2029 (Develop)		2	METRO CORRIDOR	\$31,000,000
Limits From: SH 99		UTP Action: No Funding Change		Total		\$31,000,000
Limits To: HUFFMAN-CLEVELAND RD (NORTH)		Est Const. Cost: \$31,000,000				
Description: WIDEN FROM 2 TO 4 LANES AND EXTEND DIVIDED ROADWAY WITH RAIS RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PED & BIKE ACCO		Toll: No				
		Ranking Tier: 2				

FM 1960		CSJ (Project ID): 1685-01-092		Programmed Construction Funding		
Project:		Est. Let Date:		Category	Amount	
FM 1960 - Eldridge Parkway Interchange		FY 2020-2023 (Construct)		2	METRO CORRIDOR	\$14,991,000
Limits From: AT ELDRIDGE PARKWAY		UTP Action: No Funding Change		Total		\$14,991,000
Limits To: .		Est Const. Cost: \$14,991,000				
Description: RECONSTRUCT 8 MAIN LANES ON FM 1960 AND 6 MAIN LANES ON ELDRIDGE WITH LEFT AND RIGHT TURN LANES		Toll: No				
		Ranking Tier: 1				

FM 1960		CSJ (Project ID): 1685-01-108		Programmed Construction Funding		
Project:		Est. Let Date:		Category	Amount	
FM 1960 - Traffic Management Technology		FY 2020-2023 (Construct)		2	METRO CORRIDOR	\$10,904,000
Limits From: IH 45		UTP Action: No Funding Change		Total		\$10,904,000
Limits To: SH 249		Est Const. Cost: \$10,904,000				
Description: INSTALL ITS EQUIPMENT & INFRASTRUCTURE - 144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS, DMS & TRAVELTIME READERS		Toll: No				
		Ranking Tier: 1				

FM 1960		CSJ (Project ID): 1685-03-058		Programmed Construction Funding		
Project:		Est. Let Date:		Category	Amount	
FM 1960 - Widen Non-Freeway		FY 2020-2023 (Construct)		2	METRO CORRIDOR	\$64,000,000
Limits From: BF 1960A		UTP Action: Funding Adjustment		Total		\$64,000,000
Limits To: E OF TWIGSWORTH LN		Est Const. Cost: \$65,032,652				
Description: WIDEN TO 6-LN DIVIDED W/ RAISED MEDIANS, CHANNELIZED TURN LANES		Toll: No				
		Ranking Tier: 1		CAT 2 increased \$13M		

FM 1960		CSJ (Project ID): 1685-03-098		Programmed Construction Funding	
				Category	Amount
Project:	FM 1960 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$69,200,000
Limits From:	E OF TWIGSWORTH LN	UTP Action:	Funding Adjustment	Total	\$69,200,000
Limits To:	W OF SAN JACINTO RIVER BRIDGE	Est Const. Cost:	\$69,200,000	<i>CAT 2 increased \$21M</i>	
Description:	WIDEN TO 6-LN DIVIDED W/ RAISED MEDIANS, CHANNELIZED TURN LANES AND 4-LN OVERPASS AT WEST LAKE HOUSTON PKWY	Toll:	No		
		Ranking Tier:	1		

Houston District | Montgomery County

Individual Projects

IH 45		CSJ (Project ID): 0110-04-198		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Woodlands Parkway Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$49,129,000
Limits From:	AT WOODLANDS PKWY	UTP Action:	No Funding Change	Total	\$49,129,000
Limits To:	.	Est Const. Cost:	\$49,129,000		
Description:	CONSTRUCT SINGLE POINT URBAN INTERCHANGE (SPUI)	Toll:	No		
		Ranking Tier:	1		

IH 69		CSJ (Project ID): 0177-05-112		Programmed Construction Funding	
				Category	Amount
Project:	IH 69 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$13,912,000
Limits From:	HARRIS COUNTY LINE	UTP Action:	No Funding Change	Total	\$13,912,000
Limits To:	LIBERTY COUNTY LINE	Est Const. Cost:	\$13,912,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

IH 45		CSJ (Project ID): 0675-08-111		Programmed Construction Funding	
				Category	Amount
Project:	IH 45 - Traffic Management Technology	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$7,333,000
Limits From:	LEAGUE LINE ROAD	UTP Action:	No Funding Change	Total	\$7,333,000
Limits To:	WALKER COUNTY LINE	Est Const. Cost:	\$7,333,000		
Description:	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	Toll:	No		
		Ranking Tier:	1		

SH 105		CSJ (Project ID): 0338-02-032		Programmed Construction Funding	
				Category	Amount
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$70,600,000
Limits From:	GRIMES COUNTY LINE	UTP Action:	No Funding Change	Total	\$70,600,000
Limits To:	FM 149	Est Const. Cost:	\$70,600,000		
Description:	CONSTRUCT 4-LANE DIVIDED RURAL ROADWAY	Toll:	No		
		Ranking Tier:	1		

SH 105		CSJ (Project ID): 0338-04-060		Programmed Construction Funding	
				Category	Amount
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$21,400,000
Limits From:	10TH STREET	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$7,400,000
Limits To:	SL 336	Est Const. Cost:	\$28,800,000	Total	\$28,800,000
Description:	WIDEN FROM 2 TO 4 LANES DIVIDED	Toll:	No	<i>CAT 2 add \$7.4M</i>	
		Ranking Tier:	1		

SH 105		CSJ (Project ID): 0338-04-065		Programmed Construction Funding	
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SL 336	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$4,400,000
Limits To:	FM 1484	Est Const. Cost:	\$55,000,000	4 URBAN CONNECTIVITY	\$50,600,000
Description:	WIDEN FROM 2 TO 4 LANES DIVIDED	Toll:	No	Total	\$55,000,000
		Ranking Tier:	1	<i>CAT 2 add \$4.4M</i>	

SH 105		CSJ (Project ID): 0338-07-019		Programmed Construction Funding	
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	SAN JACINTO C/L	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$32,560,000
Limits To:	LIBERTY C/L	Est Const. Cost:	\$32,560,000	Total	\$32,560,000
Description:	WIDEN FROM 2 TO 4 LANES DIVIDED	Toll:	No		
		Ranking Tier:	1		

SH 242		CSJ (Project ID): 3538-01-034		Programmed Construction Funding	
Project:	SH 242 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 1488	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$19,895,000
Limits To:	IH 45	Est Const. Cost:	\$19,895,000	Total	\$19,895,000
Description:	WIDEN FROM 4 TO 6 LANES	Toll:	No		
		Ranking Tier:	2		

SH 242		CSJ (Project ID): 3538-01-055		Programmed Construction Funding	
Project:	SH 242 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	EAST OF FM 1314	UTP Action:	New Authorization	2 METRO CORRIDOR	\$30,700,000
Limits To:	FM 1485	Est Const. Cost:	\$33,770,000	Total	\$30,700,000
Description:	WIDEN FROM 2 TO 4 LANES	Toll:	No		
		Ranking Tier:	2		

FM 1488		CSJ (Project ID): 0523-09-009		Programmed Construction Funding	
Project:	FM 1488 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 1774 IN MAGNOLIA	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$40,100,000
Limits To:	WEST OF FM 149	Est Const. Cost:	\$40,100,000	Total	\$40,100,000
Description:	RECONSTRUCT PAVEMENT 2 LANES TO 4-LANE DIVIDED RURAL	Toll:	No		
		Ranking Tier:	2		

FM 1097		CSJ (Project ID): 1259-01-043		Programmed Construction Funding	
Project:	FM 1097 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	LAKE CONROE HILLS	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$13,900,000
Limits To:	ANDERSON ROAD	Est Const. Cost:	\$15,900,000	3 LOCAL	\$2,000,000
Description:	WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE	Toll:	No	Total	\$15,900,000
		Ranking Tier:	3		

FM 1097		CSJ (Project ID): 1259-01-044		Programmed Construction Funding	
				Category	Amount
Project:	FM 1097 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$14,880,000
Limits From:	WEST OF BLUEBERRY HILLS	UTP Action:	No Funding Change	Total	\$14,880,000
Limits To:	LAKE CONROE HILLS	Est Const. Cost:	\$14,880,000		
Description:	WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE	Toll:	No		
		Ranking Tier:	3		

Houston District | Waller County

Individual Projects

IH 10		CSJ (Project ID): 0271-04-070		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Brookshire to Katy	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$225,000,000
Limits From:	FM 359	UTP Action:	New Authorization	Total	\$225,000,000
Limits To:	WALLER-FORT BEND C/L	Est Const. Cost:	\$225,000,000		
Description:	WIDEN TO ADD 2 DIAMOND LANES AND 2 GENERAL PURPOSE LANES	Toll:	No		
		Ranking Tier:	1		

Laredo District

2020 Unified Transportation Program (UTP)

The Laredo District covers eight, vast southwest Texas counties, which span extensive rural ranchlands, as well as the busiest inland ports of entry in Texas and the United States. Located at the confluence of three major freight corridors – I-35, US 59/I-69W, and US 277 – the district focuses on maintaining and expanding this transportation infrastructure to keep pace with growth.



Did You Know?

- The district’s ports of entry handle as much international trade between Mexico and the U.S. as all other international trade crossings in Texas combined.
- Laredo is located in the Eagle Ford Shale, a major oil and gas production region that greatly impacts the roadways in those high-producing.

★ DISTRICT HIGHLIGHTS

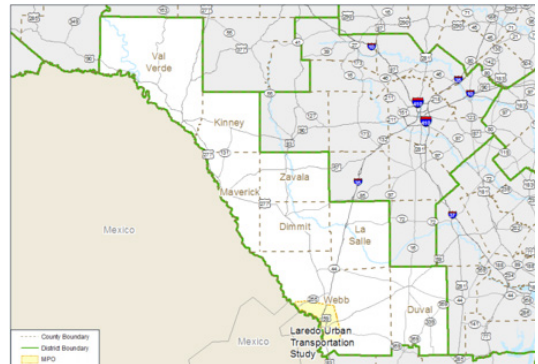
The district works hard to balance local mobility needs with the high volume of international traffic passing through the district, as reflected in plans for upgrading the US 59 Loop. Rapid population growth and an increasing number of heavy trucks along US 59 have created a need for an improved connection between north and south Laredo for local commuters, as well as traffic passing through the district.

Planned upgrades will transform Loop 20 and the US 59/I-69W Loop into an urban interstate freeway, including three lanes in each direction, new frontage roads, interchanges and bridges, sidewalks, and a bike path. These improvements will provide safe access for residents and swift travel through the district for national and international traffic.

Planning and Programming

The highest priority for Laredo communities is the efficient movement of international trade through ports of entry. The district focuses on projects connecting this traffic to markets in Texas and throughout the country. It looks closely at which potential projects demonstrate the greatest benefits, as well as how it can leverage funding with other local counties and municipalities.

The district also focuses on its roads accommodating traffic growth spurred by the oil and gas industry. Heavy traffic from drilling means that it constantly repairs roads for continued energy sector activities. Residential growth associated with this economic boom is also significant. Since 2000, the population of the City of Laredo has grown by more than one-third. In response, the district plans projects that support this urban growth, along with rural roads that carry energy sector traffic.



FAST FACTS

Population	More than 424,600
Square Miles	More than 15,100
Daily Vehicle Miles	7.8 million
Lane Miles	More than 5,200
Registered Vehicles	347,000

How to Stay Involved

- Laredo TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Laredo Urban Transportation Study:** learn more about the regional transportation planning agency
- **El Metro:** public transportation options
- **City of Laredo**
- Contact the district by [email](#)



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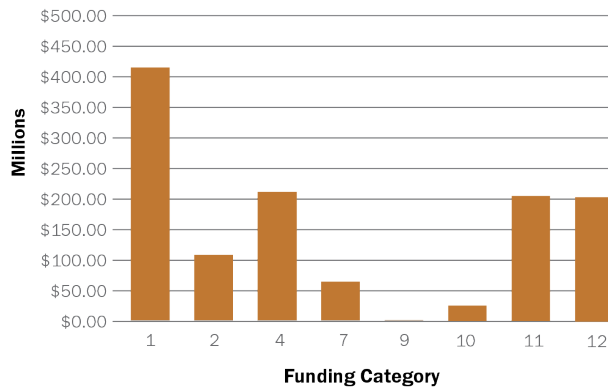
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[website URLs are found on the Resources Page](#)

Laredo District: 2020 Planning Targets by Category



Priorities

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

The district receives approximately \$2.3 million in Category 11 discretionary funding each year, which it largely uses for projects that improve the safety of the district’s major freight corridors. Through this category, the district also funds energy sector projects in its major oil- and gas-producing counties: Dimmit, La Salle, Webb, Zavala, and Duval. This funding supports maintenance of the transportation system in these counties, fueling a valuable economic engine for Texas and the United States.

The metropolitan planning organization, the Laredo Urban Transportation Study, is a key partner for projects that improve regional mobility, such as 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 Laredo District, City of Laredo, and Webb County work together to prioritize projects with important input from local city councilmembers and county officials.

The district also receives funding through Category 9, which supports transportation alternatives. These funds allow it to offer transit services and bicycle and pedestrian facilities that offer safe, active alternatives to driving. These alternative transportation facilities are increasing in local district communities.

12

TxDOT FUNDING CATEGORIES

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



State Loop 20

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

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

Short Term (Four or fewer years)

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



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

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🔗 website URLs are found on the Resources Page

Laredo District | Maverick County

Individual Projects

US 277		CSJ (Project ID): 0300-01-098		Programmed Construction Funding		
				Category	Amount	
Project:	US 277 - Pavement Rehab	Est. Let Date:	FY 2020-2023 (Construct)	10	COORD BORDER INFRASTRUCT	\$2,868,020
Limits From:	0.30 MI W OF US 57	UTP Action:	No Funding Change	Total		\$2,868,020
Limits To:	0.30 MI E OF US 57	Est Const. Cost:	\$2,868,020			
Description:	REHABILITATION OF EXISTING HIGHWAY	Toll:	No			
		Ranking Tier:	1			

Laredo District | Val Verde County

Individual Projects

CS		CSJ (Project ID): 0922-11-036		Programmed Construction Funding		
				Category	Amount	
Project:	City Street - Pavement Rehab	Est. Let Date:	FY 2020-2023 (Construct)	10	COORD BORDER INFRASTRUCT	\$1,500,000
Limits From:	FRONTERA ROAD	UTP Action:	No Funding Change	Total		\$1,500,000
Limits To:	NICHOLSON STREET	Est Const. Cost:	\$1,500,000			
Description:	REHABILITATION OF EXISTING HIGHWAY	Toll:	No			
		Ranking Tier:	2			

Various		CSJ (Project ID): 0922-11-032		Programmed Construction Funding		
				Category	Amount	
Project:	Various - Pavement Rehab	Est. Let Date:	FY 2020-2023 (Construct)	10	COORD BORDER INFRASTRUCT	\$3,306,000
Limits From:	109 LF SOUTH OF UP-RR TRACKS,	UTP Action:	No Funding Change	3	LOCAL	\$30,000
Limits To:	ALDERETE LANE	Est Const. Cost:	\$3,662,139	10	LANDSCAPE INCENTIVE AWDS	\$326,139
Description:	REHABILITATION OF EXISTING HIGHWAY	Toll:	No	Total		\$3,662,139
		Ranking Tier:	2			

Laredo District | Webb County

Multi-Segment Projects

IH 35		CSJ (Project ID): 0018-06-136		Programmed Construction Funding		
				Category	Amount	
Project:	IH 35 - US 59 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR	\$9,000,000
Limits From:	SHILOH DRIVE	UTP Action:	No Funding Change	4	URBAN CONNECTIVITY	\$27,000,000
Limits To:	0.25 MILES N. OF US 59/ IH 69W	Est Const. Cost:	\$54,000,000	12	STRATEGIC PRIORITY	\$18,000,000
Description:	WIDEN OF MAINLANES AND RR GRADE SEPARATION	Toll:	No	Total		\$54,000,000
		Ranking Tier:	1			

IH 35		CSJ (Project ID): 0018-06-183		Programmed Construction Funding		
				Category	Amount	
Project:	IH 35 - US 59 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4	REGIONAL CONNECTIVITY	\$30,000,000
Limits From:	0.50 MI SOUTH OF US59	UTP Action:	No Funding Change	Total		\$30,000,000
Limits To:	0.50 MI EAST OF IH35	Est Const. Cost:	\$30,000,000			
Description:	CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#5)	Toll:	No			
		Ranking Tier:	1			

US 59		CSJ (Project ID): 0086-14-086		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Laredo	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$15,600,000
Limits From:	US 59	UTP Action:	New Authorization	Total	\$15,600,000
Limits To:	0.4 MI NORTH OF AIRPORT	Est Const. Cost:	\$15,600,000		
Description:	(I-69W) UPGRADE TO FREEWAY STANDARDS INCLUDES THE CONSTRUCTION OF FRONTAGE ROADS, DRIVEWAYS, STORM SEWER SYSTEM, CURB AND GUTTER, PEDESTRIAN ELEMENTS, SHARED USED PATH, PAVEMENT, GRADE DITCHES, STRUCTURES, METAL BEAM GUARD FENCE, AND SIGNS.	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-087		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Laredo	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$30,600,000
Limits From:	0.4 MI NORTH OF AIRPORT	UTP Action:	New Authorization	10 COORD BORDER INFRASTRUCT	\$3,500,000
Limits To:	0.14 MI NORTH OF DEL MAR	Est Const. Cost:	\$34,100,000	Total	\$34,100,000
Description:	(I-69W) UPGRADE TO FREEWAY STANDARDS INCLUDES THE CONSTRUCTION OF FRONTAGE ROADS, DRIVEWAYS, STORM SEWER SYSTEM, CURB AND GUTTER, PEDESTRIAN ELEMENTS, SHARED USED PATH, PAVEMENT, GRADE DITCHES, STRUCTURES, METAL BEAM GUARD FENCE, AND SIGNS.	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-088		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Laredo	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$11,500,000
Limits From:	0.36 MI SOUTH OF UNIVERSITY	UTP Action:	New Authorization	10 COORD BORDER INFRASTRUCT	\$8,500,000
Limits To:	0.51 MI SOUTH OF SHILOH	Est Const. Cost:	\$20,000,000	Total	\$20,000,000
Description:	(I-69W) UPGRADE TO FREEWAY STANDARDS INCLUDES THE CONSTRUCTION OF FRONTAGE ROADS, DRIVEWAYS, STORM SEWER SYSTEM, CURB AND GUTTER, PEDESTRIAN ELEMENTS, SHARED USED PATH, PAVEMENT, GRADE DITCHES, STRUCTURES, METAL BEAM GUARD FENCE, AND SIGNS.	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-089		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Laredo	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$31,500,000
Limits From:	0.51 MI SOUTH OF SHILOH	UTP Action:	New Authorization	Total	
Limits To:	INTERNATIONAL BLVD.	Est Const. Cost:	\$31,500,000	\$31,500,000	
Description:	(I-69W) UPGRADE TO FREEWAY STANDARDS INCLUDES THE CONSTRUCTION OF FRONTAGE ROADS, DRIVEWAYS, STORM SEWER SYSTEM, CURB AND GUTTER, PEDESTRIAN ELEMENTS, SHARED USED PATH, PAVEMENT, GRADE DITCHES, STRUCTURES, METAL BEAM GUARD FENCE, AND SIGNS.	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 35		CSJ (Project ID): 0018-05-089		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Bridge Replacement - Uniroyal Drive	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$45,000,000
Limits From:	0.500 MI S OF UNIROYAL INTERCHANGE	UTP Action:	Funding Adjustment	4 REGIONAL CONNECTIVITY	\$65,000,000
Limits To:	2.68 MI N OF UNIROYAL INTERCHANGE	Est Const. Cost:	\$110,000,000	Total	
Description:	REPLACEMENT OF EXISTING BRIDGE	Toll:	No	\$110,000,000	
		Ranking Tier:	1	<i>CAT 12 add \$45M</i>	

IH 35		CSJ (Project ID): 0018-05-094		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Widen Freeway - Laredo North	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$75,000,000
Limits From:	2.68 MI N OF UNIROYAL INT(MM 16.0)	UTP Action:	No Funding Change	Total	
Limits To:	1.2 MI N OF US 83 INT(MM 19.674)	Est Const. Cost:	\$75,000,000	\$75,000,000	
Description:	OVERPASS REPLACEMENT AND WIDENING OF FREEWAY (6 LANES)	Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0018-06-184		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - US 59 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$22,000,000
Limits From:	0.50 MI WEST OF IH35	UTP Action:	New Authorization	Total	
Limits To:	0.50 MI SOUTH OF US59	Est Const. Cost:	\$22,000,000	\$22,000,000	
Description:	FOR THE CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#8)	Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0018-06-185		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - US 59 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$35,000,000
Limits From:	0.50 MI EAST OF IH35	UTP Action:	New Authorization	Total	
Limits To:	0.50 MI NORTH OF US59	Est Const. Cost:	\$35,000,000	\$35,000,000	
Description:	FOR THE CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE(DC#3)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-075		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Del Mar Blvd Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$24,100,000
Limits From:	0.50 MI S OF DEL MAR BLVD	UTP Action:	No Funding Change	Total	\$24,100,000
Limits To:	0.50 MI N OF DEL MAR BLVD	Est Const. Cost:	\$24,100,000		
Description:	(I-69W) NEW GRADE SEPARATED INTERCHANGE WHICH INCLUDES THE CONSTRUCTION OF RAMPS, RETAINING WALLS, BRIDGE, CONCRETE BARRIER, STORM SEWER SYSTEM, GRADE DITCHES, EXTEND STRUCTURES, METAL BEAM GUARD FENCE, SIGNS & RUMBLE STRIPS.	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-076		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Shiloh Road Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$21,500,000
Limits From:	0.50 MI S OF SHILOH ROAD	UTP Action:	No Funding Change	Total	\$21,500,000
Limits To:	0.50 MI N OF SHILOH ROAD	Est Const. Cost:	\$21,500,000		
Description:	(I-69W) NEW GRADE SEPARATED INTERCHANGE WHICH INCLUDES THE CONSTRUCTION OF RAMPS, RETAINING WALLS, BRIDGE, CONCRETE BARRIER, STORM SEWER SYSTEM, GRADE DITCHES, EXTEND STRUCTURES, METAL BEAM GUARD FENCE, SIGNS & RUMBLE STRIPS.	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-077		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Interchange - Laredo Airport	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$12,355,990
Limits From:	0.50 MI S OF INTERNATIONAL AIRPORT	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	0.50 MI N OF INTERNATIONAL AIRPORT	Est Const. Cost:	\$14,785,990	Total	\$12,355,990
Description:	CONSTRUCTION OF INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-078		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Jacaman Interchange	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$17,000,000
Limits From:	0.50 MI S OF JACAMAN	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$2,691,424
Limits To:	0.50 MI N OF JACAMAN	Est Const. Cost:	\$19,691,424	Total	\$19,691,424
Description:	(I-69W) NEW GRADE SEPARATED INTERCHANGE WHICH INCLUDES THE CONSTRUCTION OF RAMPS, RETAINING WALLS, BRIDGE, CONCRETE BARRIER, STORM SEWER SYSTEM, GRADE DITCHES, EXTEND STRUCTURES, METAL BEAM GUARD FENCE, SIGNS & RUMBLE STRIPS.	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0086-14-079		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - University Blvd Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR \$16,850,000
Limits From:	0.50 MI S OF UNIVERSITY BLVD	UTP Action:	No Funding Change	Total	\$16,850,000
Limits To:	0.50 MI N OF UNIVERSITY BLVD	Est Const. Cost:	\$16,850,000		
Description:	(I-69W) NEW GRADE SEPARATED INTERCHANGE WHICH INCLUDES THE CONSTRUCTION OF RAMPS, RETAINING WALLS, BRIDGE, CONCRETE BARRIER, STORM SEWER SYSTEM, GRADE DITCHES, EXTEND STRUCTURES, METAL BEAM GUARD FENCE, SIGNS & RUMBLE STRIPS.	Toll:	No		
		Ranking Tier:	1		

SH 359		CSJ (Project ID): 0086-01-073		Programmed Construction Funding	
				Category	Amount
Project:	SH 359 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12	STRATEGIC PRIORITY \$18,000,000
Limits From:	4.06 MILES E OF SL 20	UTP Action:	New Authorization	Total	\$18,000,000
Limits To:	8.935 MILES E OF SL 20	Est Const. Cost:	\$18,000,000		
Description:	CONSTRUCTION OF WIDEN NON-FREEWAY	Toll:	No		
		Ranking Tier:	3		

CS		CSJ (Project ID): 0922-33-166		Programmed Construction Funding	
				Category	Amount
Project:	City Street - New Location Roadway	Est. Let Date:	FY 2020-2023 (Construct)	7	STP-MM/REHABILITATION \$21,440,668
Limits From:	0.1 MILE EAST OF BELTWAY PARKWAY	UTP Action:	No Funding Change	10	COORD BORDER INFRASTRUCT \$300,000
Limits To:	IH 35 WEST FRONTAGE ROAD	Est Const. Cost:	\$21,740,668	Total	\$21,740,668
Description:	NEW 5 LANE RURAL HIGHWAY	Toll:	No		
		Ranking Tier:	1		

CS		CSJ (Project ID): 0922-33-178		Programmed Construction Funding	
				Category	Amount
Project:	City Street - Border Infrastructure	Est. Let Date:	FY 2020-2023 (Construct)	10	COORD BORDER INFRASTRUCT \$10,000,000
Limits From:	WORLD TRADE INTERNATIONAL BRIDGE	UTP Action:	No Funding Change	3	LOCAL \$300,000
Limits To:	.	Est Const. Cost:	\$10,300,000	Total	\$10,300,000
Description:	CONSTRUCTION OF INSPECTION BOOTHS	Toll:	No		
		Ranking Tier:	2		

Lubbock District

2020 Unified Transportation Program (UTP)

The Lubbock District is a hub connecting the Texas panhandle, West Texas, North Texas, and neighboring states. Educational and medical sectors, along with a low cost of living, are contributing to significant growth within the city. However, rural transportation still defines much of the district’s work, with ongoing road maintenance required to support corn, cotton, and sorghum farming across the South Plains.



Did You Know?

- The City of Lubbock is home to five higher learning institutions and is also the hometown of singer Buddy Holly.
- The district is part of the largest contiguous cotton-growing region in the world.

★ DISTRICT HIGHLIGHTS

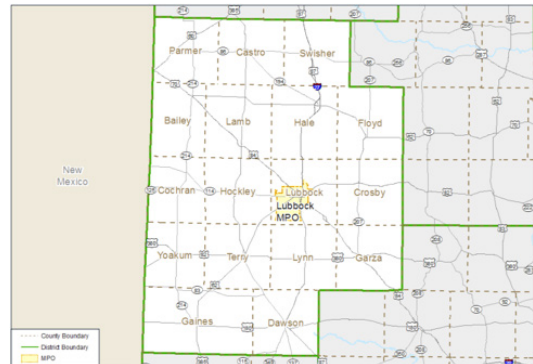
The Lubbock District knows the important role transportation plays in shaping growth. Ongoing work to build an outer loop surrounding the City of Lubbock is a long-term priority for the district, and one that the district shares with local city and county stakeholders. Since 2008, district staff have worked directly with county, municipal, and regional entities to deliver what will become Loop 88.

With growth clearly on the horizon for the City, this collaborative effort looked at current development and where to encourage future growth. South and West Lubbock stood out as areas that could foster economic development, increase access to the metropolitan area, and address growing transportation needs. Today, environmental studies are complete, and construction is anticipated to begin in 2021. Loop 88 reflects the district’s commitment to long-term planning.

Planning and Programming

In planning for the district’s future, district staff start with a rigorous survey of the transportation network’s current conditions. Area engineers and maintenance supervisors communicate closely to determine key roadway needs. District staff identify projects based on these needs and score them accordingly. Finally, they match this list of ranked projects to available or anticipated funding categories.

The Lubbock District also considers local county and city officials to be important partners in the planning process. The district’s UTP projects support the city’s economic development and complement planning at the municipal and county levels.



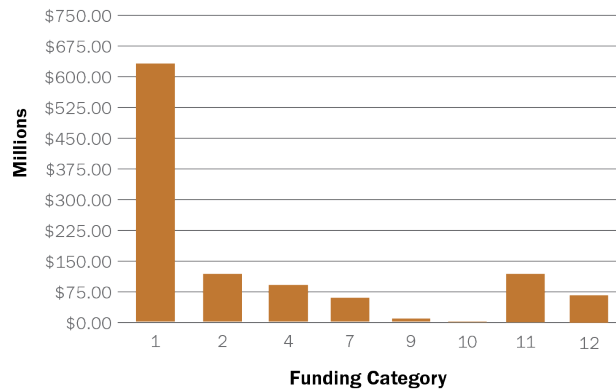
FAST FACTS

Population	Nearly 500,000
Square Miles	Nearly 16,000
Daily Vehicle Miles	More than 10.5 Million
Lane Miles	More than 12,000
Registered Vehicles	More than 430,000

How to Stay Involved

- Lubbock TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Lubbock Metropolitan Planning Organization:** get involved with regional transportation plans
- **South Plains Association of Governments:** rural transportation planning
- Contact the district by [email](#)

Lubbock District: 2020 Planning Targets by Category



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 group pavement projects wherever feasible.

The district's Category 2 funding is restricted to projects within the City of Lubbock. For these projects, the district coordinates closely with the city and the Lubbock Metropolitan Planning Organization. This partnership is exemplified by more than \$75 million in transportation improvements spent between TxDOT and federal and local agencies to complete the Loop 289 widening, Slide Road, and Erskine Street. Dubbed the "Northwest Passage," these projects are a testament to cooperation between district, local, and federal entities. The district's partnership with the City of Lubbock also made the Marsha Sharp Freeway widening possible.

Category 4 funding focuses on connectivity projects. These projects address the needs of district residents traveling to Lubbock as a regional employment hub, as well as students and energy sector businesses. The funds also help assist the safe transport of agricultural equipment and yields.

Category 7 funding highlights the growth within the City of Lubbock and the demand for metropolitan mobility projects. Finally, Category 11 provides the district with energy sector funding, as it is a connector to the Permian Basin.

12

TxDOT FUNDING CATEGORIES

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



Loop 88 public meeting, Lubbock County

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- State Loop 88, Lubbock County: US 62/82 at Wolfforth to Chicago Ave.
- State Loop 88, Lubbock County: outer Route project development/construction of new freeway between US 84 (southeast) and US 84 (northwest)

Short Term (Four or fewer years)

- State Loop 88, Lubbock County: US 87 to Chicago Ave.
- US 60, Parmer County: rehabilitate of roadway
- FM 179, Lubbock County: widen roadway
- US 84 and SL 289, Lubbock County: redesign interchange



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

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135 SLATON ROAD, LUBBOCK, TX, 79404

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🔗 website URLs are found on the Resources Page

Lubbock District | Castro County

Individual Projects

US 385		CSJ (Project ID): 0226-06-036		Programmed Construction Funding	
				Category	Amount
Project:	US 385 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$13,500,000
Limits From:	DEAF SMITH COUNTY LINE	UTP Action:	New Authorization	Total	\$13,500,000
Limits To:	CR 713	Est Const. Cost:	\$13,500,000		
Description:	SUPER 2	Toll:	No		
		Ranking Tier:	2		

US 385		CSJ (Project ID): 0227-01-023		Programmed Construction Funding	
				Category	Amount
Project:	US 385 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$15,500,000
Limits From:	SH 194	UTP Action:	New Authorization	Total	\$15,500,000
Limits To:	LAMB COUNTY LINE	Est Const. Cost:	\$15,500,000		
Description:	SUPER 2	Toll:	No		
		Ranking Tier:	2		

Lubbock District | Dawson County

Individual Projects

US 180		CSJ (Project ID): 0294-03-030		Programmed Construction Funding	
				Category	Amount
Project:	US 180 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$13,000,000
Limits From:	GAINES COUNTY LINE	UTP Action:	New Authorization	Total	\$13,000,000
Limits To:	LAMESA CITY LIMITS	Est Const. Cost:	\$13,000,000		
Description:	SUPER 2	Toll:	No		
		Ranking Tier:	2		

Lubbock District | Gaines County

Individual Projects

US 180		CSJ (Project ID): 0294-02-023		Programmed Construction Funding	
				Category	Amount
Project:	US 180 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$25,000,000
Limits From:	AVE G IN SEMINOLE	UTP Action:	New Authorization	Total	\$25,000,000
Limits To:	DAWSON COUNTY LINE	Est Const. Cost:	\$25,000,000		
Description:	SUPER 2	Toll:	No		
		Ranking Tier:	2		

Lubbock District | Lamb County

Individual Projects

US 385		CSJ (Project ID): 0227-02-023		Programmed Construction Funding	
				Category	Amount
Project:	US 385 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$6,000,000
Limits From:	CASTRO COUNTY LINE	UTP Action:	New Authorization	Total	\$6,000,000
Limits To:	US 70	Est Const. Cost:	\$6,000,000		
Description:	SUPER 2	Toll:	No		
		Ranking Tier:	3		

Lubbock District | Lubbock County

Multi-Segment Projects

US 84		CSJ (Project ID): 0053-18-046		Programmed Construction Funding	
				Category	Amount
Project:	US 84 - MLK Jr. Blvd Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$19,340,000
Limits From:	2500 FT WEST OF LP 289	UTP Action:	No Funding Change	Total	\$19,340,000
Limits To:	ZENITH AVE	Est Const. Cost:	\$19,340,000		
Description:	NEW INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

SL 289		CSJ (Project ID): 0783-01-102		Programmed Construction Funding	
				Category	Amount
Project:	SL 289 - US 84 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$19,340,000
Limits From:	2000 FT EAST OF US 84	UTP Action:	No Funding Change	Total	\$19,340,000
Limits To:	5000 FT WEST OF US 84	Est Const. Cost:	\$19,340,000		
Description:	NEW INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

SL 88		CSJ (Project ID): 1502-01-029		Programmed Construction Funding	
				Category	Amount
Project:	SL 88 - Lubbock Outer Loop	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$41,120,000
Limits From:	MEMPHIS AVE	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$6,190,000
Limits To:	CR 2240 (AVE U)	Est Const. Cost:	\$50,010,000	11 DISTRICT DISCRETIONARY	\$2,700,000
Description:	CONVERT NON-FREEWAY TO FREEWAY	Toll:	No	Total	\$50,010,000
		Ranking Tier:	1		

SL 88		CSJ (Project ID): 1502-01-030		Programmed Construction Funding	
				Category	Amount
Project:	SL 88 - Lubbock Outer Loop	Est. Let Date:	FY 2020-2023 (Construct)	11 DISTRICT DISCRETIONARY	\$6,780,000
Limits From:	CHICAGO	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$43,220,000
Limits To:	MEMPHIS AVE	Est Const. Cost:	\$50,000,000	Total	\$50,000,000
Description:	CONVERT NON-FREEWAY TO FREEWAY	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 82		CSJ (Project ID): 0131-08-022		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Zenith Avenue Interchange	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$12,330,000
Limits From:	0.6 MILES WEST OF MLK	UTP Action:	No Funding Change	1 PREVENTIVE MAINT & REHAB	\$7,670,000
Limits To:	ZENITH AVE	Est Const. Cost:	\$20,000,000	Total	\$20,000,000
Description:	NEW INTERCHANGE	Toll:	No		
		Ranking Tier:	2		

SL 88		CSJ (Project ID): 1502-01-031		Programmed Construction Funding	
				Category	Amount
Project:	SL 88 - Lubbock Outer Loop	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$21,910,000
Limits From:	CR 2240 (AVE U)	UTP Action:	No Funding Change	Total	\$21,910,000
Limits To:	0.5 MI EAST OF US 87	Est Const. Cost:	\$21,910,000		
Description:	CONVERT NON-FREEWAY TO FREEWAY	Toll:	No		
		Ranking Tier:	2		

SL 88		CSJ (Project ID): 1502-01-032		Programmed Construction Funding	
				Category	Amount
Project:	SL 88 - Lubbock Outer Loop	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$8,940,000
Limits From:	QUINCY AVE	UTP Action:	Funding Adjustment	11 DISTRICT DISCRETIONARY	\$7,520,000
Limits To:	CHICAGO	Est Const. Cost:	\$60,000,000	7 STP-MM/REHABILITATION	\$10,000,000
Description:	CONVERT NON-FREEWAY TO FREEWAY	Toll:	No	12 STRATEGIC PRIORITY	\$33,540,000
		Ranking Tier:	2	Total	\$60,000,000
				<i>CAT 2 add \$8.94M and CAT 12 add \$33.5M</i>	

CS		CSJ (Project ID): 0905-06-096		Programmed Construction Funding	
				Category	Amount
Project:	City Street - Upland Avenue - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STP-MM RECONCILIATION	\$150,000
Limits From:	UPLAND AVENUE, FROM 82ND STREET	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$7,000,000
Limits To:	98TH STREET	Est Const. Cost:	\$7,150,000	Total	\$7,150,000
Description:	WIDEN NON-FREEWAY 2 LANES TO 5 LANES	Toll:	No		
		Ranking Tier:	3		

CS		CSJ (Project ID): 0905-06-097		Programmed Construction Funding	
				Category	Amount
Project:	City Street - Upland Avenue - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	7 STP-MM/REHABILITATION	\$7,000,000
Limits From:	UPLAND AVENUE, FROM 98TH STREET	UTP Action:	No Funding Change	12 STP-MM RECONCILIATION	\$150,000
Limits To:	114TH STREET	Est Const. Cost:	\$7,150,000	Total	\$7,150,000
Description:	WIDEN NON-FREEWAY 2 LANES TO 5 LANES	Toll:	No		
		Ranking Tier:	3		

Lufkin District

2020 Unified Transportation Program (UTP)

The Lufkin District maintains some of the state's oldest roads tied to the timber industry of East Texas. Today, district staff work hard to maintain the safety and quality of this infrastructure, while simultaneously preparing for major changes in the district with the upcoming construction of future I-69.



Did You Know?

- In 1941, FM 1 was designated as Texas' first farm-to-market road.
- The district is heavily wooded and contains four National Forests: Angelina, Davy Crockett, Sabine, and Sam Houston National Forests.
- Each of the district's nine counties sees more than 45 inches of rainfall every year.

★ DISTRICT HIGHLIGHTS

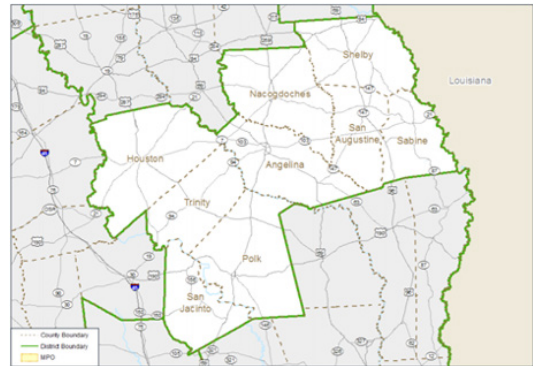
Lufkin District employees stand ready to respond to roadway emergencies and flooding and are constantly monitoring the safety of the roadway. This preparedness is an asset not only for the Lufkin District, but surrounding areas as well. The Lufkin District has received many safety awards and project recognitions, which is evidence of the responsiveness and resiliency it is proud to provide.

From the planning phase to construction, Lufkin District staff work together to bring many projects to completion throughout the year, while continuing to move forward with others to provide a safe, reliable transportation system for those who travel district roadways.

Planning and Programming

The district is located north of Houston in deep East Texas, bordering Louisiana. Because of this geographic location, connectivity is key for this regional crossroads. To date, US 59, which will become I-69, is Lufkin's major statewide corridor, and staff work hard to balance this project with many other district needs.

The district also emphasizes transparency, releasing a newsletter four times a year. District staff work to reach residents by publishing it online and offering physical copies at area offices and public events. Staff believe that early, ongoing conversations with the public keep local residents engaged and involved with transportation planning in the region.



FAST FACTS

Population	More than 314,000
Square Miles	More than 7,000
Daily Vehicle Miles	8 million
Lane Miles	More than 6,500
Registered Vehicles	More than 318,000

How to Stay Involved

- Lufkin TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- [Deep East Texas Council of Governments](#) (rural transportation planning organization)
- Rural Transportation Improvement Plan (TIP) Update (annual meeting date notifications on TxDOT's [website](#))
- Contact the district by [email](#)



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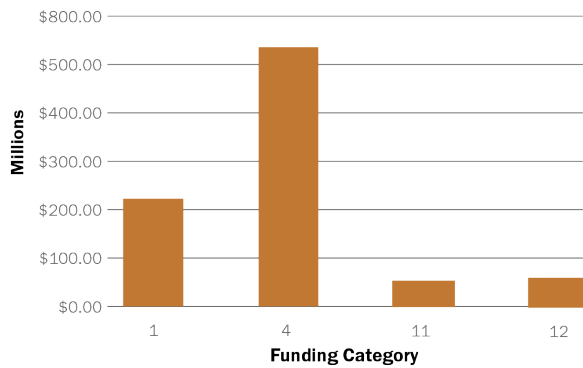
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[website URLs are found on the Resources Page](#)

Lufkin District: 2020 Planning Targets by Category



Priorities

When planning, the 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.

This strategy looks at how improvements to US 59 can fold into the conversion of US 59 to I-69. For example, the new US 59/State Loop 224 South Interchange is improving safety and mobility in Nacogdoches and has prepared an area identified by the Angelina and Nacogdoches Counties Committee as a priority for I-69 development.

Conveying this dual approach to planning is central to the district’s engagement with residents. District staff want people to understand how I-69’s long-term horizon can create short-term opportunities.

With US 59 and US 69 used as major evacuation corridors, funding to continue this regional connectivity is identified through Category 4, which works to address 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.

The district also looks to blend funding sources whenever possible. Current improvements underway on US 59 use Category 12 and Category 4 funds.

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TxDOT FUNDING CATEGORIES

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



US 59 meeting Angelina County

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-69 development, Angelina, Polk, Nacogdoches, and San Jacinto counties: US 59 and US 84 upgrades

Short Term (Four or fewer years)

- US 59/SL 224 South Nacogdoches Interchange, Nacogdoches County
- US 59 Diboll Relief Route, Angelina County
- US 59 Upgrade, Angelina County: between Moffett Road and SH 103
- US 59 Upgrade, Angelina County: between FM 2021 and SL 287
- US 59 Corrigan Relief Route, Polk County
- US 69 Trunk System Widening, Angelina County



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

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website URLs are found on the Resources Page

Lufkin District | Multiple-County Projects

Multi-Segment Projects

US 59		CSJ (Project ID): 0177-02-057		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - North of Cleveland	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$67,910,000
Limits From:	FM 2914	UTP Action:	No Funding Change	Total	\$67,910,000
Limits To:	LIBERTY C/L	Est Const. Cost:	\$67,910,000		
Description:	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS (FUTURE I-69) - SAN JACINTO COUNTY	Toll:	No		
		Ranking Tier:	1		

SH 105		CSJ (Project ID): 0338-06-011		Programmed Construction Funding	
				Category	Amount
Project:	SH 105 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$10,300,000
Limits From:	MONTGOMERY C/L	UTP Action:	No Funding Change	Total	\$10,300,000
Limits To:	MONTGOMERY C/L	Est Const. Cost:	\$10,300,000		
Description:	WIDEN FROM 2 TO 4 LANES DIVIDED - SAN JACINTO COUNTY	Toll:	No		
		Ranking Tier:	1		

Lufkin District | Angelina County

Individual Projects

US 59		CSJ (Project ID): 0176-02-118		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - North of Lufkin	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$33,410,000
Limits From:	FM 2021	UTP Action:	Funding Adjustment	Total	\$33,410,000
Limits To:	.34 MILE NORTH OF LP 287	Est Const. Cost:	\$33,410,000	<i>CAT 4 increased \$12.7M</i>	
Description:	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0176-03-097		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Diboll Relief Route	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$82,055,910
Limits From:	FM 2108	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$60,000,000
Limits To:	1.15 MI SOUTH OF WHITE OAK CREEK	Est Const. Cost:	\$142,055,910	Total	\$142,055,910
Description:	CONSTRUCT 4 LANE FREEWAY AT DIBOLL (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 2553-01-115		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade To Freeway - Lufkin	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$13,557,000
Limits From:	OLD MOFFETT ROAD	UTP Action:	No Funding Change	Total	\$13,557,000
Limits To:	SH 103	Est Const. Cost:	\$13,557,000		
Description:	CONVERT TO 4 LANE FRWY W/ 2 LANE NB & SB FRONTAGE ROADS (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

Lufkin District | Nacogdoches County

Multi-Segment Projects

US 59		CSJ (Project ID): 0175-07-059		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Nacogdoches North	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$23,400,000
Limits From:	JUST NORTH OF US 259	UTP Action:	New Authorization	Total	\$23,400,000
Limits To:	US 259	Est Const. Cost:	\$23,400,000		
Description:	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERSECTION IMPROVMNT (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 2560-01-085		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Nacogdoches North	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$49,940,000
Limits From:	US 259	UTP Action:	New Authorization	Total	\$49,940,000
Limits To:	JUST NORTH OF FM 343	Est Const. Cost:	\$49,940,000		
Description:	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERCHANGE IMPROVMNT (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

US 259		CSJ (Project ID): 0138-06-046		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Nacogdoches North	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$8,580,000
Limits From:	0.355 MILES NORTH OF US 59	UTP Action:	New Authorization	Total	\$8,580,000
Limits To:	BU 59-F	Est Const. Cost:	\$8,580,000		
Description:	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERSECTION IMPROVMNT (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

BU 59-F		CSJ (Project ID): 0175-07-060		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Nacogdoches North	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$6,260,000
Limits From:	US 259	UTP Action:	New Authorization	Total	\$6,260,000
Limits To:	0.3 MILES SOUTH OF US 259	Est Const. Cost:	\$6,260,000		
Description:	CONVERT TO 4 LANE FWY W/FRONTAGE RDS/INTERSECTION IMPROVMNT (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 259		CSJ (Project ID): 0138-06-047		Programmed Construction Funding	
				Category	Amount
Project:	US 259 - Intersection Improvements	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$27,900,000
Limits From:	RUSK COUNTY LINE	UTP Action:	New Authorization	Total	\$27,900,000
Limits To:	SH 204	Est Const. Cost:	\$27,900,000		
Description:	WIDEN PAVEMENT FOR CONTINUOUS LEFT TURN LANE	Toll:	No		
		Ranking Tier:	1		

Lufkin District | Polk County

Multi-Segment Projects

US 59		CSJ (Project ID): 0176-04-056		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Corrigan Relief Route	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$88,600,000
Limits From:	3.4 MI N OF US 287	UTP Action:	No Funding Change	Total	\$88,600,000
Limits To:	US 287	Est Const. Cost:	\$88,600,000		
Description:	CONST 4 LANE FRWY ON WEST SIDE OF CORRIGAN (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0176-05-104		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Corrigan Relief Route	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$69,600,000
Limits From:	US 287	UTP Action:	No Funding Change	Total	\$69,600,000
Limits To:	3.0 MI S OF US 287	Est Const. Cost:	\$69,600,000		
Description:	CONSTRUCT 4 LANE FRWY ON WEST SIDE OF CORRIGAN (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

Lufkin District | Sabine County

Individual Projects

US 96		CSJ (Project ID): 0064-06-053		Programmed Construction Funding	
				Category	Amount
Project:	US 96 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$5,703,322
Limits From:	FM 83	UTP Action:	New Authorization	Total	\$5,703,322
Limits To:	0.50 MILES SOUTH OF SPUR 414	Est Const. Cost:	\$5,703,322		
Description:	REHABILITATE EXISTING PAVEMENT AND ADD PASSING LANES	Toll:	No		
		Ranking Tier:	1		

Lufkin District | San Jacinto County

Multi-Segment Projects

US 59		CSJ (Project ID): 0177-02-103		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - North of Shepherd	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$79,000,000
Limits From:	NORTH END OF TRINITY RIVER BRIDGE	UTP Action:	New Authorization	Total	\$79,000,000
Limits To:	0.5 MI NORTH OF FM 1127	Est Const. Cost:	\$79,000,000		
Description:	CONVERT TO 4 LANE FWY W/FRONTAGE RDS & GRADE SEPARATION (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0177-02-104		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - North of Shepherd	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$95,000,000
Limits From:	0.5 MILES NORTH OF FM 1127	UTP Action:	New Authorization	Total	\$95,000,000
Limits To:	0.2 MILES NORTH OF FM 223	Est Const. Cost:	\$95,000,000		
Description:	CONVERT TO 4 LANE FWY W/FRONTAGE RDS & GRADE SEPARATIONS (FUTURE I-69)	Toll:	No		
		Ranking Tier:	1		

Odessa District

2020 Unified Transportation Program (UTP)

The Odessa District is known for rural landscapes, but growth in its cities has created urban transportation challenges. The district is also home to a large portion of the Permian Basin, making the energy sector the driving force behind the local economy and population growth – all of which impacts the transportation system.



Did You Know?

- The Permian Basin contains the Delaware Basin, one of the largest active oil fields in the world.
- Between 2010 and 2015, the Midland-Odessa area was the fastest-growing region in the United States, and both Midland and Odessa are among the fastest-growing cities in Texas.

★ DISTRICT HIGHLIGHTS

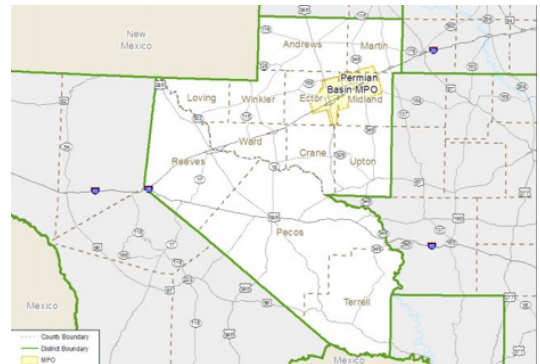
Energy Sector growth is good for the economy but presents unique challenges as traffic in the district increases. This increased traffic not only means more vehicles on the roads, but it also adds strain on infrastructure from the heavy loads of large vehicles.

Along US 285, through Reeves and Pecos counties, the district has undertaken a series of projects to address the need to modernize the transportation infrastructure. A 60-mile stretch of this two-lane corridor that passes through an active oil well region has seen significant increases in traffic. Nearly \$100 million in improvements along that corridor – including the addition of passing lanes and intersection improvements – will promote connectivity for both energy sector and passenger traffic.

Planning and Programming

In addition to regional population growth, the district is challenged with widespread maintenance needs and the unpredictable nature of the energy sector vehicle traffic. Staff have made significant strides in addressing these needs as they continue to improve planning and programming efforts.

The district works closely with all 12 representative counties to meet rural needs, and it works with the Permian Basin Metropolitan Planning Organization on urban projects to create a unified region with shared priorities. Additionally, the district works with energy sector partners to plan for the impact of traffic not just on roads close to places of operation, but on the system as a whole.



FAST FACTS

Population	More than 400,000
Square Miles	More than 18,000
Daily Vehicle Miles	11.7 million
Lane Miles	More than 8,000
Registered Vehicles	More than 450,000

How to Stay Involved

- Odessa TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Permian Basin Metropolitan Planning Organization:** learn more about the metropolitan planning organization
- **Permian Basin Regional Planning Organization:** learn more about the regional planning commission
- Cities of **Midland, Odessa, Andrews, Fort Stockton, Monahans** and **Pecos**
- **Roads for Texas Energy:** learn about TxDOT’s Energy Sector efforts
- Contact the district by [email](#)



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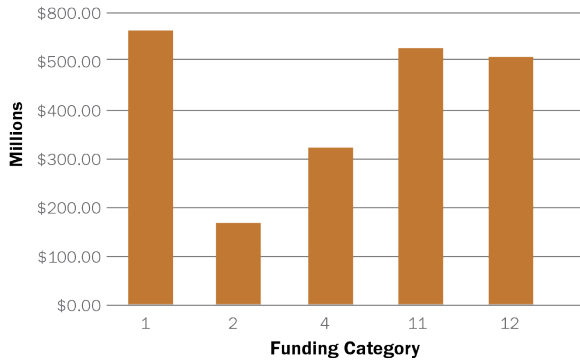
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[website URLs are found on the Resources Page](#)

Odessa District: 2020 Planning Targets by Category



Priorities

The energy sector is a vital component of the Texas and Odessa District economies. In the Odessa District, the energy sector also positively contributes to population growth. Staff work strategically to invest resources to not only adapt infrastructure to support the energy sector’s needs, but also to accommodate increasing demand on district roads and highways.

The district works with energy sector and community partners to find solutions to the unique challenges of the industry. At any given time, the transportation infrastructure must be able to handle both a significant workforce influx and shifting traffic patterns. Additionally, as oil production grows, the energy sector traffic grows. This combination of factors leads to an increase in the amount of both industry and passenger traffic. The district’s priorities focus on addressing those challenges through the use of Category 11 funding. This allows for the ability to focus Category 4 funding on rural connectivity projects. Additionally, Category 1 funding helps address maintenance issues created by increased traffic.

The district’s planning and programming priorities also aim to address longstanding capacity needs, in addition to maintenance needs. For instance, staff recently initiated a study to examine the I-20 corridor and its increased traffic for both the energy sector and passengers. Throughout Midland and Odessa, I-20 has an older, rural design that was not built for the volume of energy sector traffic on the system today. To address this challenge, the district considers measures like converting one-way frontage roads, reversing ramp configurations, and adding main lane capacity to modernize the corridor.



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

12

TxDOT FUNDING CATEGORIES

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



Energy sector activity in the Odessa District

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-20 Corridor Study, Ector and Midland counties: impact of increased energy sector and passenger traffic
- SH 302, Loving and Winkler counties: three projects to make improvements between Kermit and US 285
- IH 20, Monahans Draw to US 385, Ector County: reconstruct front roads, ramps, U-turns, interchanges; convert frontage roads to one-way operation
- IH 20, JBS Parkway to Midland County Line, Ector County: reconstruct front roads, ramps, U-turns, interchanges; convert frontage roads to one-way operation

Short Term (Four or fewer years)

- US 385, Crane and Upton counties: convert to a four-lane divided road between Crane and McCamey
- IH 20 between SL 250, .5 Miles East of Midkiff Road: replace existing underpass with a four-lane wide overpass structure, urban median, Y-ramps configuration

Odessa District | Multiple-County Projects

Multi-Segment Projects

IH 20		CSJ (Project ID): 0005-13-060		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Odessa	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$7,600,000
Limits From:	JBS PARKWAY	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$1,000,000
Limits To:	MIDLAND COUNTY LINE	Est Const. Cost:	\$8,600,000	Total	\$8,600,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION - ECTOR COUNTY	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0005-14-086		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Midland	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$2,000,000
Limits From:	ECTOR COUNTY LINE	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$42,700,000
Limits To:	FM 1788	Est Const. Cost:	\$46,700,000	3 LOCAL	\$2,000,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION - MIDLAND COUNTY	Toll:	No	Total	\$46,700,000
		Ranking Tier:	1		

US 285		CSJ (Project ID): 0139-06-021		Programmed Construction Funding	
				Category	Amount
Project:	US 285 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$27,800,000
Limits From:	2.0 MI SOUTH OF CR 113	UTP Action:	No Funding Change	Total	\$27,800,000
Limits To:	PECOS COUNTY LINE	Est Const. Cost:	\$27,800,000		
Description:	ROADWAY REHABILITATION - REEVES COUNTY	Toll:	No		
		Ranking Tier:	1		

US 285		CSJ (Project ID): 0139-07-025		Programmed Construction Funding	
				Category	Amount
Project:	US 285 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$28,000,000
Limits From:	REEVES COUNTY LINE	UTP Action:	No Funding Change	Total	\$28,000,000
Limits To:	0.3 MI SOUTH OF FM 1776	Est Const. Cost:	\$28,000,000		
Description:	ROADWAY REHABILITATION - PECOS COUNTY	Toll:	No		
		Ranking Tier:	1		

Odessa District | Crane County

Individual Projects

US 385		CSJ (Project ID): 0229-03-037		Programmed Construction Funding	
				Category	Amount
Project:	US 385 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$15,000,000
Limits From:	LILLEY LANE IN CRANE	UTP Action:	No Funding Change	4 REGIONAL CONNECTIVITY	\$15,000,000
Limits To:	LATCH RANCH ROAD	Est Const. Cost:	\$30,000,000	Total	\$30,000,000
Description:	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	1		

Odessa District | Ector County

Multi-Segment Projects

IH 20		CSJ (Project ID): 0004-07-124		Programmed Construction Funding		
				Category	Amount	
Project:	IH 20 - Phase I - Odessa	Est. Let Date:	FY 2024-2029 (Develop)	12	STRATEGIC PRIORITY	\$7,300,000
Limits From:	FM 1936	UTP Action:	New Authorization	Total		\$7,300,000
Limits To:	LOOP 338 WEST	Est Const. Cost:	\$7,300,000			
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No			
		Ranking Tier:	1			

IH 20		CSJ (Project ID): 0004-07-125		Programmed Construction Funding		
				Category	Amount	
Project:	IH 20 - Phase I - Odessa	Est. Let Date:	FY 2024-2029 (Develop)	2	URBAN CORRIDOR	\$6,250,000
Limits From:	LOOP 338 WEST	UTP Action:	New Authorization	12	STRATEGIC PRIORITY	\$37,450,000
Limits To:	MONAHANS DRAW	Est Const. Cost:	\$43,700,000	Total		\$43,700,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No			
		Ranking Tier:	1			

IH 20		CSJ (Project ID): 0004-07-128		Programmed Construction Funding		
				Category	Amount	
Project:	IH 20 - Phase I - Odessa	Est. Let Date:	FY 2024-2029 (Develop)	12	STRATEGIC PRIORITY	\$26,300,000
Limits From:	AT LOOP 338 WEST	UTP Action:	New Authorization	Total		\$26,300,000
Limits To:	.	Est Const. Cost:	\$26,300,000			
Description:	RECONSTRUCT INTERCHANGE	Toll:	No			
		Ranking Tier:	1			

IH 20		CSJ (Project ID): 0005-13-059		Programmed Construction Funding		
				Category	Amount	
Project:	IH 20 - Phase I - Odessa	Est. Let Date:	FY 2024-2029 (Develop)	2	URBAN CORRIDOR	\$6,250,000
Limits From:	MONAHANS DRAW	UTP Action:	New Authorization	12	STRATEGIC PRIORITY	\$22,050,000
Limits To:	US 385	Est Const. Cost:	\$28,300,000	Total		\$28,300,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No			
		Ranking Tier:	1			

IH 20		CSJ (Project ID): 0005-13-062		Programmed Construction Funding		
				Category	Amount	
Project:	IH 20 - Phase I - Odessa	Est. Let Date:	FY 2024-2029 (Develop)	12	STRATEGIC PRIORITY	\$22,150,000
Limits From:	US 385	UTP Action:	New Authorization	Total		\$22,150,000
Limits To:	JBS PARKWAY	Est Const. Cost:	\$22,150,000			
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No			
		Ranking Tier:	1			

US 385		CSJ (Project ID): 0228-06-081		Programmed Construction Funding		
				Category	Amount	
Project:	US 385/SL 338 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	12	STRATEGIC PRIORITY	\$8,500,000
Limits From:	AT N SL 338	UTP Action:	No Funding Change	Total		\$8,500,000
Limits To:	.	Est Const. Cost:	\$8,500,000			
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No			
		Ranking Tier:	1			

SL 338		CSJ (Project ID): 2224-01-102		Programmed Construction Funding		
				Category	Amount	
Project:	US 385/SL 338 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY	\$9,200,000
Limits From:	AT N US 385	UTP Action:	No Funding Change	3	LOCAL	\$364,110
Limits To:	.	Est Const. Cost:	\$9,564,110	Total		\$9,564,110
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No			
		Ranking Tier:	1			

Individual Projects

US 385		CSJ (Project ID): 0229-01-042		Programmed Construction Funding		
				Category	Amount	
Project:	US 385/SL 338 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2	URBAN CORRIDOR	\$21,000,000
Limits From:	AT SOUTH SL 338	UTP Action:	No Funding Change	3	LOCAL	\$2,000,000
Limits To:	.	Est Const. Cost:	\$23,000,000	Total		\$23,000,000
Description:	CONSTRUCT OVERPASS	Toll:	No			
		Ranking Tier:	1			

SH 302		CSJ (Project ID): 2224-01-110		Programmed Construction Funding		
				Category	Amount	
Project:	SH 302 - W 8th Street Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2	URBAN CORRIDOR	\$19,760,000
Limits From:	AT WEST 8TH STREET	UTP Action:	No Funding Change	3	LOCAL	\$2,000,000
Limits To:	.	Est Const. Cost:	\$21,760,000	Total		\$21,760,000
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No			
		Ranking Tier:	2			

SL 338		CSJ (Project ID): 2224-01-099		Programmed Construction Funding		
				Category	Amount	
Project:	SL 338 - E Yukon Road Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2	URBAN CORRIDOR	\$17,200,000
Limits From:	AT EAST YUKON RD	UTP Action:	No Funding Change	3	LOCAL	\$2,000,000
Limits To:	.	Est Const. Cost:	\$19,200,000	Total		\$19,200,000
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No			
		Ranking Tier:	1			

SL 338		CSJ (Project ID): 2224-01-111		Programmed Construction Funding		
				Category	Amount	
Project:	SL 338 - Traffic Control Devices	Est. Let Date:	FY 2020-2023 (Construct)	2	URBAN CORRIDOR	\$2,480,000
Limits From:	AT W. YUKON RD	UTP Action:	No Funding Change	Total		\$2,480,000
Limits To:	.	Est Const. Cost:	\$2,480,000			
Description:	SIGNAL IMPROVEMENTS	Toll:	No			
		Ranking Tier:	3			

Odessa District | Martin County

Individual Projects

IH 20		CSJ (Project ID): 0005-04-076		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Bridge Replacement	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$20,000,000
Limits From:	BI 20-F WEST	UTP Action:	No Funding Change	Total	\$20,000,000
Limits To:	SH 137	Est Const. Cost:	\$20,000,000		
Description:	REPLACE BRIDGE AND REHABILITATE FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	1		

Odessa District | Midland County

Multi-Segment Projects

SH 158		CSJ (Project ID): 0463-02-075		Programmed Construction Funding	
				Category	Amount
Project:	SH 158 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$11,630,000
Limits From:	AVALON DRIVE	UTP Action:	No Funding Change	3 LOCAL	\$1,000,000
Limits To:	LP 250	Est Const. Cost:	\$12,630,000	Total	\$12,630,000
Description:	RAMP RECONFIGURATION	Toll:	No		
		Ranking Tier:	1		

SH 349		CSJ (Project ID): 1718-01-035		Programmed Construction Funding	
				Category	Amount
Project:	SH 349 - Upgrade Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$1,433,040
Limits From:	BI 20-E	UTP Action:	No Funding Change	Total	\$1,433,040
Limits To:	IH 20	Est Const. Cost:	\$1,433,040		
Description:	UPGRADE TO STANDARDS NON-FREEWAY	Toll:	No		
		Ranking Tier:	1		

SH 349		CSJ (Project ID): 1718-07-043		Programmed Construction Funding	
				Category	Amount
Project:	SH 349 - Upgrade Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$6,966,960
Limits From:	SH 191	UTP Action:	No Funding Change	Total	\$6,966,960
Limits To:	BI 20-E	Est Const. Cost:	\$6,966,960		
Description:	UPGRADE TO STANDARDS NON-FREEWAY	Toll:	No		
		Ranking Tier:	1		

SL 250		CSJ (Project ID): 1188-02-100		Programmed Construction Funding	
				Category	Amount
Project:	SL 250 - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$11,630,000
Limits From:	BS 158-B	UTP Action:	No Funding Change	3 LOCAL	\$1,000,000
Limits To:	WADLEY AVENUE	Est Const. Cost:	\$12,630,000	Total	\$12,630,000
Description:	RAMP RECONFIGURATION	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 20		CSJ (Project ID): 0005-14-067		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Midland	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$14,160,000
Limits From:	SL 250	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$12,000,000
Limits To:	0.5 MILES EAST OF MIDKIFF RD	Est Const. Cost:	\$28,160,001	3 LOCAL	\$2,000,000
Description:	REPLACE EXISTING UNDERPASS WITH A 4-LANE WIDE OVERPASS STRUCTURE, URBAN MEDIAN, Y-RAMPS CONFIGURATION	Toll:	No	Total	\$28,160,000
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0005-14-084		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Midland	Est. Let Date:	FY 2020-2023 (Construct)	4 CONNECTIVITY	\$9,710,000
Limits From:	AT CR 1250	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$19,840,000
Limits To:	.	Est Const. Cost:	\$29,550,001	Total	\$29,550,000
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0005-14-087		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Midland	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$3,000,000
Limits From:	FM 1788	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$48,600,000
Limits To:	LOOP 250 WEST	Est Const. Cost:	\$51,600,000	Total	\$51,600,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0005-14-092		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Midland	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$6,250,000
Limits From:	LOOP 250 WEST	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$69,550,000
Limits To:	0.3 MI EAST OF SH 349	Est Const. Cost:	\$75,800,000	Total	\$75,800,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No		
		Ranking Tier:	1		

IH 20		CSJ (Project ID): 0005-15-092		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Phase I - Midland	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$6,250,000
Limits From:	0.3 MI EAST OF SH 349	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$58,250,000
Limits To:	FM 307	Est Const. Cost:	\$64,500,000	Total	\$64,500,000
Description:	RECONSTRUCTION OF FRNT RDS, RAMPS, U-TURNS, INTERCHANGES. CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION	Toll:	No		
		Ranking Tier:	1		

SH 191		CSJ (Project ID): 2296-02-026		Programmed Construction Funding	
				Category	Amount
Project:	SH 191 - Yukon Road Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$6,560,000
Limits From:	AT YUKON RD	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$12,000,000
Limits To:	.	Est Const. Cost:	\$18,560,000	Total	\$18,560,000
Description:	NEW INTERCHANGE	Toll:	No		
		Ranking Tier:	2		

SL 250		CSJ (Project ID): 1188-02-089		Programmed Construction Funding	
				Category	Amount
Project:	SL 250 - CR 1140 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$20,650,000
Limits From:	AT CR 1140	UTP Action:	Funding Adjustment	3 LOCAL	\$3,000,000
Limits To:	.	Est Const. Cost:	\$29,915,000	2 URBAN CORRIDOR	\$6,265,000
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No	Total	\$29,915,000
		Ranking Tier:	1	<i>CAT 4 increased \$9.9M</i>	

BI 20-E		CSJ (Project ID): 0005-02-119		Programmed Construction Funding	
				Category	Amount
Project:	BI 20-E - Faudree Road Interchange	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$8,370,000
Limits From:	AT FAUDREE	UTP Action:	No Funding Change	3 LOCAL	\$2,000,000
Limits To:	.	Est Const. Cost:	\$21,120,000	4 URBAN CONNECTIVITY	\$10,750,000
Description:	CONSTRUCT NEW INTERCHANGE	Toll:	No	Total	\$21,120,000
		Ranking Tier:	2		

Odessa District | Pecos County

Multi-Segment Projects

US 67		CSJ (Project ID): 0075-02-026		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$13,995,600
Limits From:	16.8 MI SOUTH OF IH 10	UTP Action:	No Funding Change	Total	\$13,995,600
Limits To:	BREWSTER COUNTY LINE	Est Const. Cost:	\$13,995,600		
Description:	ROADWAY WIDENING TO A MODIFIED SUPER 2	Toll:	No		
		Ranking Tier:	1		

US 67		CSJ (Project ID): 0075-03-022		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$18,997,200
Limits From:	IH 10	UTP Action:	No Funding Change	Total	\$18,997,200
Limits To:	16.8 MI SOUTH OF IH 10	Est Const. Cost:	\$18,997,200		
Description:	ROADWAY WIDENING TO A MODIFIED SUPER 2	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 285		CSJ (Project ID): 0139-08-040		Programmed Construction Funding	
				Category	Amount
Project:	US 285 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$19,000,000
Limits From:	0.3 MI SOUTH OF FM 1776	UTP Action:	New Authorization	Total	\$19,000,000
Limits To:	1.5 MI NORTH OF IH 10	Est Const. Cost:	\$19,000,000		
Description:	ROADWAY WIDENING TO A MODIFIED SUPER 2	Toll:	No		
		Ranking Tier:	1		

FM 1053		CSJ (Project ID): 0866-05-036		Programmed Construction Funding	
				Category	Amount
Project:	FM 1053 - New Location Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$30,000,000
Limits From:	2 MILES SOUTH OF FM 11	UTP Action:	New Authorization	Total	\$30,000,000
Limits To:	1 MILE SOUTH OF FM 1450	Est Const. Cost:	\$30,000,000		
Description:	RELOCATE EXISTING ROAD	Toll:	No		
		Ranking Tier:	3		

Odessa District | Reeves County

Individual Projects

US 285		CSJ (Project ID): 0139-03-041		Programmed Construction Funding	
				Category	Amount
Project:	US 285 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$8,480,000
Limits From:	RM 652	UTP Action:	No Funding Change	Total	\$8,480,000
Limits To:	CR 232	Est Const. Cost:	\$8,480,000		
Description:	IMPROVE PASSING & INTERSECTIONS	Toll:	No		
		Ranking Tier:	1		

US 285		CSJ (Project ID): 0906-18-016		Programmed Construction Funding	
				Category	Amount
Project:	US 285 - City of Pecos East Relief Route	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$10,000,000
Limits From:	US 285	UTP Action:	New Authorization	----- Remaining Funding to be Determined -----	
Limits To:	US 285	Est Const. Cost:	\$110,000,000	Total	\$10,000,000
Description:	CITY OF PECOS RELIEF ROUTE	Toll:	No		
		Ranking Tier:	2		

Odessa District | Upton County

Individual Projects

US 67		CSJ (Project ID): 0076-06-037		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$29,946,000
Limits From:	SH 329	UTP Action:	No Funding Change	Total	\$29,946,000
Limits To:	US 385	Est Const. Cost:	\$29,946,000		
Description:	ROADWAY WIDENING TO A MODIFIED SUPER 2	Toll:	No		
		Ranking Tier:	2		

US 67		CSJ (Project ID): 0076-07-037		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$14,800,000
Limits From:	REAGAN COUNTY LINE	UTP Action:	New Authorization	Total	\$14,800,000
Limits To:	SH 329	Est Const. Cost:	\$14,800,000		
Description:	ROADWAY WIDENING TO A MODIFIED SUPER 2	Toll:	No		
		Ranking Tier:	2		

US 385 CSJ (Project ID): 0229-04-057

Project: US 385 - Widen Non-Freeway
Limits From: CRANE COUNTY LINE
Limits To: NIMITZ STREET IN MCCAMEY
Description: WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY

Est. Let Date: FY 2024-2029 (Develop)
UTP Action: New Authorization
Est Const. Cost: \$35,000,000
Toll: No
Ranking Tier: 1

Programmed Construction Funding	
Category	Amount
4 REGIONAL CONNECTIVITY	\$35,000,000
Total	\$35,000,000

Paris District

2020 Unified Transportation Program (UTP)

The Paris District is largely rural and, while the economy depends on agriculture and ranching, it has several major manufacturing and distribution industries in the area. Within nine counties, the district grows cotton, commercial and feed grains, as well as dairy and beef stock. However, suburban growth in the DFW Metroplex is transforming the district's western counties, Grayson and Hunt. District staff work with multiple regional planning groups to connect this new development to the broader metro area, while maintaining a transportation network that serves agricultural and industrial operations.



Did You Know?

- The district has a robust rural road network, which is a legacy of the early conversion of county roads to FM highways in the decades following World War II.
- Incredible soil diversity, ranging from the silty Red River floodplain to Blackland Prairie soil, is a unique feature of the Paris District, and a geological challenge staff encounter with all road projects.

★ DISTRICT HIGHLIGHTS

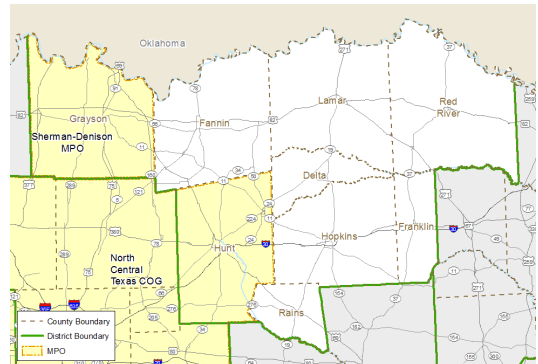
Close partnerships with other local governments allow staff to deliver projects across the district. SH 24 in Delta County is a key example. When additional funding was needed to widen this road because of its impact on regional mobility and economic development, neighboring counties were willing to support the project with an innovative agreement through the Sulphur River Regional Mobility Authority (RMA).

Scheduled for completion in summer 2018, the new SH 24 will be made possible by cooperation of the five local governments in the RMA working together. The success of SH 24 will illustrate how a local-turned-regional priority can become a reality. When complete, the road will provide important access from Paris to I-30.

Planning and Programming

Local involvement is the foundation of the district's planning and programming. The staff is proud to be on a first-name basis with local leaders and residents in the district's counties and cities. These individuals know local needs, and staff rely heavily upon that knowledge in project development and prioritization. This close, consistent communication is at the core of the district's planning process.

The aging local road network means that the district also emphasizes system maintenance. The district's approach is dynamic and proactive, always assessing the latest traffic and roadway condition data when creating a list of upcoming projects. The district also has a strong focus on bridges, including design, maintenance, and replacement.



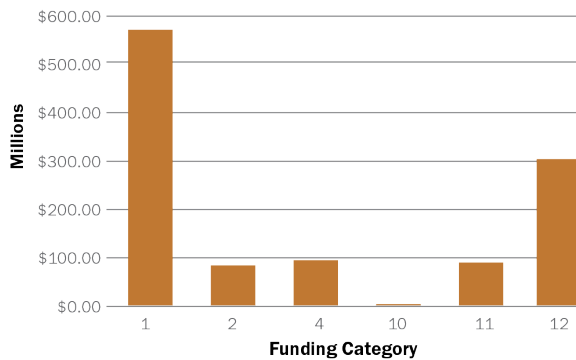
FAST FACTS

Population	More than 375,000
Square Miles	More than 6,000
Daily Vehicle Miles	More than 11 Million
Lane Miles	More than 7,200
Registered Vehicles	More than 410,000

How to Stay Involved

- Paris District TxDOT [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Sherman Denison Metropolitan Planning Organization:** regional transportation planning body
- **North Central Texas Council of Governments:** regional transportation planning body
- **Grayson County Regional Mobility:** regional toll authority
- Contact the district by [email](#)

Paris District: 2020 Planning Targets by Category



Priorities

The district’s extensive network of FM 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 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.

Similarly, the number of bridges in the district means the staff is thorough about rating maintenance needs. Category 6 funding allows the district to extend the lifespan of these bridges, whether through preventive maintenance or reconstruction. The staff works with TxDOT’s Bridge Division and focuses on projects identified by county-level leadership.

Working with the Sherman-Denison Metropolitan Planning Organization and the North Central Texas Council of Governments, the district is also able 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.

Major connector highways, such as FM 691, US 82, SH 24, and US 271, are important corridors for regional traffic. While serving local transportation needs, these roads also connect the district to major highways like US 75, Oklahoma’s Indian Nations Turnpike, and east-west connectivity via I-30. As a result, the district annually receives Category 4 funding to support these projects. It also occasionally uses other funding, like Category 12, to deliver larger connectivity projects, such as ongoing upgrades to US 82.

Finally, the district is always looking to improve the safety of its roads. Through citizen forums, the staff listens to residents. This input informs Category 8 projects, which fund important safety initiatives ranging from rumble strips and guard rails to safe school access.

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TxDOT FUNDING CATEGORIES

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



Residents offer input at FM 2642 Open House

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-30, Hunt County: widen from FM 2642 to US 69

Short Term (Four or fewer years)

- Phase 1 US 75, Grayson County: widen from FM 1417 to US 82 and reconstruction of US 82/US 75 interchange
- US 82, Red River County: construct Super 2 passing lane from Clarksville to Bowie County Line
- SH 276, Hunt County: construct relief route from FM 36 to SH 34



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

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🔗 website URLs are found on the Resources Page

Paris District | Grayson County

Multi-Segment Projects

US 75		CSJ (Project ID): 0047-02-150		Programmed Construction Funding	
				Category	Amount
Project:	US 75 - Widen Freeway - Sherman	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$38,569,500
Limits From:	SH 91	UTP Action:	No Funding Change	3 LOCAL	\$7,000,000
Limits To:	0.651 MI S OF CENTER STREET	Est Const. Cost:	\$71,410,438	2 URBAN CORRIDOR	\$14,553,938
Description:	RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN	Toll:	No	4 URBAN CONNECTIVITY	\$1,920,000
		Ranking Tier:	1	6 BRIDGE PROGRAM	\$9,367,000
				Total	\$71,410,438

US 75		CSJ (Project ID): 0047-03-087		Programmed Construction Funding	
				Category	Amount
Project:	US 75 - Widen Freeway - Sherman	Est. Let Date:	FY 2020-2023 (Construct)	3 LOCAL	\$5,750,000
Limits From:	0.651 MI S OF CENTER STREET	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$13,750,000
Limits To:	FM 1417	Est Const. Cost:	\$68,612,922	12 STRATEGIC PRIORITY	\$30,043,500
Description:	WIDENING FROM 4-LN TO 6-LN	Toll:	No	6 BRIDGE PROGRAM	\$6,563,360
		Ranking Tier:	1	2 URBAN CORRIDOR	\$12,506,062
				Total	\$68,612,922

US 75		CSJ (Project ID): 0047-18-083		Programmed Construction Funding	
				Category	Amount
Project:	US 75 - US 82 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$21,700,000
Limits From:	AT US 82	UTP Action:	No Funding Change	Total	\$21,700,000
Limits To:	.	Est Const. Cost:	\$21,700,000		
Description:	WIDEN FRONTAGE ROADS AND RECONFIGURE RAMPS	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 82		CSJ (Project ID): 0045-18-041		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Ramp and Frontage Road Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$937,200
Limits From:	US 377	UTP Action:	New Authorization	3 LOCAL	\$1,262,800
Limits To:	SHAWNEE TRAIL	Est Const. Cost:	\$2,200,000	Total	\$2,200,000
Description:	CONSTRUCT NEW FRONTAGE ROAD AND RAMPS	Toll:	No		
		Ranking Tier:	1		

US 75		CSJ (Project ID): 0047-13-033		Programmed Construction Funding	
				Category	Amount
Project:	US 75 - Widen Freeway - Howe to Van Alstyne	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$13,800,000
Limits From:	FM 902	UTP Action:	New Authorization	4 URBAN CONNECTIVITY	\$2,660,000
Limits To:	COLLIN COUNTY LINE (MPO BOUNDARY)	Est Const. Cost:	\$48,940,000	12 STRATEGIC PRIORITY	\$27,770,000
Description:	WIDEN FROM 4 LANE TO 6 LANE	Toll:	No	3 LOCAL	\$4,710,000
		Ranking Tier:	1	Total	\$48,940,000

FM 121		CSJ (Project ID): 0901-19-201		Programmed Construction Funding	
				Category	Amount
Project:	FM 121 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$1,874,400
Limits From:	US 75 (NEW LOCATION FM 121)	UTP Action:	New Authorization	3 LOCAL	\$2,525,600
Limits To:	CATES ROAD	Est Const. Cost:	\$4,400,000	Total	\$4,400,000
Description:	CONSTRUCT NEW LOCATION 2 LANE HIGHWAY WITH SHOULDERS	Toll:	No		
		Ranking Tier:	3		

FM 902		CSJ (Project ID): 0901-19-202		Programmed Construction Funding	
				Category	Amount
Project:	FM 902 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	3 LOCAL	\$2,548,560
Limits From:	US 75 (NEW LOCATION FM 902)	UTP Action:	New Authorization	2 URBAN CORRIDOR	\$1,891,440
Limits To:	BENNETT ROAD	Est Const. Cost:	\$4,440,000	Total	\$4,440,000
Description:	CONSTRUCT NEW LOCATION 2 LANE HIGHWAY WITH SHOULDERS	Toll:	No		
		Ranking Tier:	3		

FM 902		CSJ (Project ID): 0901-19-203		Programmed Construction Funding	
				Category	Amount
Project:	FM 902 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$776,800
Limits From:	FM 902 AND JOE BOB LANE	UTP Action:	New Authorization	3 LOCAL	\$1,023,200
Limits To:	SH 11 (NEW LOCATION FM 902)	Est Const. Cost:	\$1,800,000	Total	\$1,800,000
Description:	CONSTRUCT NEW LOCATION 2 LANE HIGHWAY WITH SHOULDERS	Toll:	No		
		Ranking Tier:	3		

FM 1417		CSJ (Project ID): 2455-01-031		Programmed Construction Funding	
				Category	Amount
Project:	FM 1417 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	3 LOCAL	\$2,000,000
Limits From:	US 82	UTP Action:	No Funding Change	11 DISTRICT DISCRETIONARY	\$500,000
Limits To:	Taylor Street	Est Const. Cost:	\$17,636,102	1 PREVENTIVE MAINT & REHAB	\$14,196,102
Description:	WIDEN FROM 2-LN TO 4-LN WITH A CONTINUOUS LEFT TURN LANE	Toll:	No	2 URBAN CORRIDOR	\$940,000
		Ranking Tier:	3	Total	\$17,636,102

Various		CSJ (Project ID): 0901-19-187		Programmed Construction Funding	
				Category	Amount
Project:	Various - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	11 DISTRICT DISCRETIONARY	\$4,000,000
Limits From:	FM 121	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$4,000,000
Limits To:	COUNTY LINE ROAD	Est Const. Cost:	\$8,000,000	Total	\$8,000,000
Description:	CONSTRUCT 2-LANE NEW LOCATION FM HIGHWAY	Toll:	No		
		Ranking Tier:	3		

Paris District | Hunt County

Individual Projects

IH 30		CSJ (Project ID): 0009-13-167		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - FM 1570 Interchange	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$22,000,000
Limits From:	0.5 MILES SOUTH OF FM 1570	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$8,000,000
Limits To:	0.5 MILES NORTH OF FM 1570	Est Const. Cost:	\$30,000,000	Total	\$30,000,000
Description:	RECONSTRUCT OVERPASS AND APPROCHES	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-13-168		Programmed Construction Funding	
				Category	Amount
Project:	IH 30 - FM 36 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$25,000,000
Limits From:	0.5 MILES SOUTH OF FM 36	UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	1.2 MILES NORTH OF FM 36	Est Const. Cost:	\$25,000,000		
Description:	RECONSTRUCT OVERPASS	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-13-169		Programmed Construction Funding	
Project:	IH 30 - FM 1565 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	0.5 MILES SOUTH OF FM 1565	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$25,000,000
Limits To:	0.5 MILES NORTH OF FM 1565	Est Const. Cost:	\$25,000,000	Total	\$25,000,000
Description:	RECONSTRUCT OVERPASS	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-13-170		Programmed Construction Funding	
Project:	IH 30 - CR 2509 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	0.5 MILES SOUTH OF CR 2509	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$30,000,000
Limits To:	0.5 MILES NORTH OF CR 2509	Est Const. Cost:	\$30,000,000	Total	\$30,000,000
Description:	CONSTRUCT OVERPASS	Toll:	No		
		Ranking Tier:	1		

IH 30		CSJ (Project ID): 0009-13-174		Programmed Construction Funding	
Project:	IH 30 - Widen Freeway - Royse City to Greenville	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	FM 2642	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$40,000,000
Limits To:	FM 1570	Est Const. Cost:	\$40,000,000	Total	\$40,000,000
Description:	WIDEN 4-LANE FREEWAY TO 6-LANE FREEWAY	Toll:	No		
		Ranking Tier:	1		

SH 276		CSJ (Project ID): 1290-07-001		Programmed Construction Funding	
Project:	SH 276 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	0.042 MILES EAST OF FM36	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$9,000,000
Limits To:	SH 34	Est Const. Cost:	\$9,000,000	Total	\$9,000,000
Description:	CONSTRUCT 4 LANE FACILITY ON NEW LOCATION (QUINLAN BYPASS) WITH A CONTINUOUS LEFT TURN LANE	Toll:	No		
		Ranking Tier:	3		

Paris District | Lamar County

Multi-Segment Projects

US 82		CSJ (Project ID): 0045-08-039		Programmed Construction Funding	
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FANNIN COUNTY LINE	UTP Action:	New Authorization	4 REGIONAL CONNECTIVITY	\$20,000,000
Limits To:	FM 38	Est Const. Cost:	\$34,750,000	12 STRATEGIC PRIORITY	\$14,750,000
Description:	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	Toll:	No	Total	\$34,750,000
		Ranking Tier:	1		

US 82		CSJ (Project ID): 0045-09-103		Programmed Construction Funding	
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 38	UTP Action:	New Authorization	4 REGIONAL CONNECTIVITY	\$10,000,000
Limits To:	SL 286	Est Const. Cost:	\$25,000,000	12 STRATEGIC PRIORITY	\$15,000,000
Description:	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	Toll:	No	Total	\$25,000,000
		Ranking Tier:	1		

Individual Projects

US 271		CSJ (Project ID): 0221-01-078		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	10	FEDERAL EARMARK \$203,151
Limits From:	LP 286 IN PARIS	UTP Action:	No Funding Change	10	FEDERAL EARMARK \$342,189
Limits To:	PATTONVILLE	Est Const. Cost:	\$29,893,647	10	FEDERAL EARMARK \$1,190,697
Description:	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	Toll:	No	10	FEDERAL EARMARK \$1,457,610
		Ranking Tier:	1	12	STRATEGIC PRIORITY \$26,700,000
				Total	\$29,893,647

US 271		CSJ (Project ID): 0221-01-079		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4	REGIONAL CONNECTIVITY \$10,000,000
Limits From:	PATTONVILLE	UTP Action:	New Authorization	11	DISTRICT DISCRETIONARY \$1,400,000
Limits To:	RED RIVER COUNTY LINE	Est Const. Cost:	\$22,000,000	12	STRATEGIC PRIORITY \$8,340,000
Description:	ADD 2 ADDITIONAL LANES TO PROVIDE 4 LANE FACILITY	Toll:	No	1	PREVENTIVE MAINT & REHAB \$2,260,000
		Ranking Tier:	1		
				Total	\$22,000,000

Paris District | Red River County

Individual Projects

US 271		CSJ (Project ID): 0221-02-028		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$17,660,000
Limits From:	LAMAR COUNTY LINE	UTP Action:	New Authorization	1	PREVENTIVE MAINT & REHAB \$1,440,000
Limits To:	BU 271-D	Est Const. Cost:	\$20,000,000	11	DISTRICT DISCRETIONARY \$900,000
Description:	ADD 2 LANES TO PROVIDE FOR A 4 LANE FACILITY	Toll:	No		
		Ranking Tier:	1		
				Total	\$20,000,000

Pharr District

2020 Unified Transportation Program (UTP)

Located at the southernmost point of Texas, the Pharr District is the state's sole coastal and border district. The district's coastline has three seaports, as well as recreational opportunities and wildlife habitats. Its border crossings see high volumes of daily traffic. District staff work to balance these traffic needs with local transportation challenges in the district's border towns and cities.



Did You Know?

- The district has 14 border crossings, ranging from full crossings to a hand-pulled ferry.
- Pharr will soon be the only district connecting Texas to outer space. Rockets at SpaceX's Boca Chica Beach facilities are planned for launch by the fall of 2019.

★ DISTRICT HIGHLIGHTS

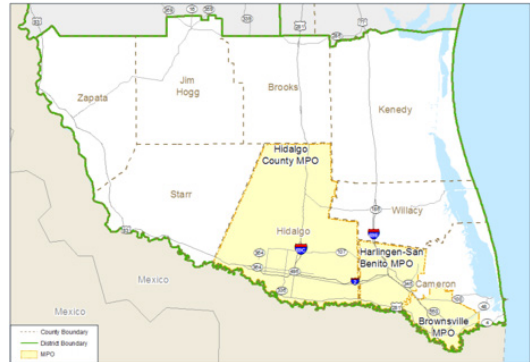
The district's coastal wetlands and scrub forests provide habitat for the delisted brown pelican and the last habitat for the endangered ocelot. In 2008, with the restoration of the Bahia Grande, one of the largest wetland restoration projects in the county, the area has become home to an ever-increasing population of wintering brown pelicans. Due to winter storms, brown pelicans have been forced to land on SH 48, causing a safety hazard. While the district has been studying the issue over the past few years to find a permanent solution, 65 members of the environmental and safety communities have rescued the brown pelicans during winter storms.

The district continues its stewardship of preserving habitat for the endangered ocelot and has to date constructed 21 wildlife crossings and is planning to add an additional 21 crossings over the next several years. Wildlife crossings are designed and strategically located to facilitate safe crossings. District staff have also educated residents about the project's need and impact

Planning and Programming

When selecting projects for the district, collaboration is key. The district collaborates with the three local metropolitan planning organizations (MPOs), which are regional planning bodies. It works with them to determine which corridor projects will best enhance mobility. In addition, the district works with local governments to coordinate on projects in these corridors. As a result, local partners are major drivers in determining priority projects.

The district is also committed to public involvement, consulting with communities far in advance of project design and delivery. For example, knowing the importance of SH 68 to Hidalgo County residents, staff set up an SH 68 project office where people could drop in to provide input and receive information on the project. This office provided an accessible venue for education and feedback on SH 68 beyond public meetings.



FAST FACTS

Population	1.4 million
Square Miles	More than 8,800
Daily Vehicle Miles	More than 20.8 million
Lane Miles	More than 6,400
Registered Vehicles	More than 1 million

How to Stay Involved

- Pharr TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Hidalgo County Metropolitan Planning Organization:** regional transportation planning body
- **Harlingen-San Benito Metropolitan Planning Organization:** regional transportation planning body
- **Brownsville Metropolitan Planning Organization:** regional transportation planning body
- **Cameron County Regional Mobility Authority:** regional toll authority
- **Hidalgo County Regional Mobility Authority:** regional toll authority
- Contact the district by [email](#)



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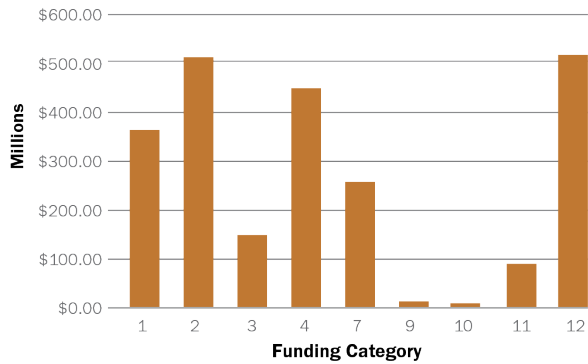
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[website URLs are found on the Resources Page](#)

Pharr District: 2020 Planning Targets by Category



Priorities

The 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. The district’s MPOs and local governments are great partners, and Pharr coordinates its planning with them to leverage funding wherever possible. Currently, this funding is supporting upgrades to I-69, which is important for national commercial traffic as well as local economic development. In addition, Category 4 funding allows the district to support rural transportation needs.

MPO partnerships provide Category 7 funding, which allows the district to support significant projects and address congestion within its fast-growing cities like Brownsville and Edinburg. The partnerships also provide Category 2 funds for metropolitan and urban area projects, allowing it to manage congestion in identified corridors. With many roads in need of repair, the district regularly receives Category 1 funding. These funds allow it to focus on rehabilitation. With numerous needs to consider, the district uses a data-driven evaluation process to weigh a range of factors, including the quality of driving and pavement distress scores, to aid in project prioritization.

Cycling is popular within the district, especially among tourists and visitors on South Padre Island. In addition to recreational cycling, a growing number of commuters also bike to work. Category 9 funding allows the district to work with MPOs and counties when making road improvements to determine how seal coat projects can better accommodate cycling needs and preferences.



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

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TxDOT FUNDING CATEGORIES

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



SH 100 Ocelot crossing

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- FM 1925, Hidalgo/Cameron Counties: construct four-lane divided for full expressway
- US 281, Hidalgo/Brooks Counties: upgrade to interstate standards
- US 77, Kenedy County: upgrade to interstate standards
- East Loop, Cameron County: construct four-lane highway
- US 83, Zapata County: Construct four-lane divided highway

Short Term (Four or fewer years)

- US 281, Hidalgo County: upgrading to interstate standards
- US 83, Starr County: construct four-lane divided highway between Starr/Zapata County Line to north of Loma Blanca
- SH 68, Hidalgo County: construct four-lane divided rural highway
- IH-69C/IH-2, Hidalgo County: interchange improvements, upgrading to two-lane direct connectors
- US 83, La Joya Phase 2 Relief Route in Hidalgo County: construct to interstate standards
- SL 195, Rio Grande City/Roma Relief Route Phases 1 & 2 in Starr County: construct four-lane divided highway
- FM 2220, Hidalgo County: construct six-lane raised median
- FM 1925, Hidalgo County: construction six-lane raised median



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🔗 website URLs are found on the Resources Page

Pharr District | Brooks County

Individual Projects

US 281		CSJ (Project ID): 0255-05-044		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$20,000,000
Limits From:	0.690 MI S OF FM 755	UTP Action:	No Funding Change	4 REGIONAL CONNECTIVITY	\$38,200,000
Limits To:	HIDALGO/BROOKS COUNTY LINE	Est Const. Cost:	\$88,900,000	----- Remaining Funding to be Determined -----	
Description:	RURAL EXPRESSWAY FACILITY (FUTURE I-69 CORRIDOR)	Toll:	No	Total	\$58,200,000
		Ranking Tier:	1		

Pharr District | Cameron County

Multi-Segment Projects

SL 499		CSJ (Project ID): 1137-01-029		Programmed Construction Funding	
				Category	Amount
Project:	SL 499 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$2,000,000
Limits From:	IH-69E	UTP Action:	No Funding Change	Total	\$2,000,000
Limits To:	BUS 77X	Est Const. Cost:	\$2,000,000		
Description:	CONSTRUCT RAISED MEDIAN	Toll:	No		
		Ranking Tier:	2		

SL 499		CSJ (Project ID): 1137-02-038		Programmed Construction Funding	
				Category	Amount
Project:	SL 499 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$15,000,000
Limits From:	BUS 77X	UTP Action:	No Funding Change	Total	\$15,000,000
Limits To:	SS 206	Est Const. Cost:	\$15,000,000		
Description:	CONSTRUCT 6 LANE WITH RAISED MEDIAN	Toll:	No		
		Ranking Tier:	2		

Individual Projects

IH 69E		CSJ (Project ID): 0039-07-049		Programmed Construction Funding	
				Category	Amount
Project:	IH 69E - Frontage Road Improvements	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$7,920,000
Limits From:	@ IH-69E & FM 732 INTERSECTION	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$9,890,000
Limits To:	@ SHERER RD./BUS 77 INTERSECTION	Est Const. Cost:	\$17,810,000	Total	\$17,810,000
Description:	PROPOSED CONTINUOUS FRONTAGE RDS. & INTERSECTION IMPROVEMENT	Toll:	No		
		Ranking Tier:	1		

IH 69E		CSJ (Project ID): 0327-08-092		Programmed Construction Funding	
				Category	Amount
Project:	IH 69E - Freeway Ramp Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$630,000
Limits From:	INDUSTRIAL BLVD.	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$2,128,554
Limits To:	LOOP 499 (PRIMERA RD.)	Est Const. Cost:	\$2,758,554	Total	\$2,758,554
Description:	NB & SB RAMPS REVERSAL	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0220-04-049		Programmed Construction Funding	
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 1421	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$4,960,000
Limits To:	.5 MILES WEST OF FM 1577.	Est Const. Cost:	\$12,500,000	2 METRO CORRIDOR	\$7,540,000
Description:	WIDEN TO 4 LANE RURAL	Toll:	No	Total	\$12,500,000
		Ranking Tier:	1		
US 281		CSJ (Project ID): 0220-04-050		Programmed Construction Funding	
Project:	US 281 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	FM 732	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$7,000,000
Limits To:	FM 1577	Est Const. Cost:	\$8,400,000	11 DISTRICT DISCRETIONARY	\$1,400,000
Description:	WIDEN TO 4 LANE RURAL	Toll:	No	Total	\$8,400,000
		Ranking Tier:	1		
SH 48		CSJ (Project ID): 0220-05-076		Programmed Construction Funding	
Project:	SH 48 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	SH 4	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$167,000
Limits To:	FM 511	Est Const. Cost:	\$28,043,000	2 METRO CORRIDOR	\$27,876,000
Description:	WIDEN TO 6 LANE W/RAISED MEDIAN	Toll:	No	Total	\$28,043,000
		Ranking Tier:	1		
SH 107		CSJ (Project ID): 0342-03-037		Programmed Construction Funding	
Project:	SH 107 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	LOUISIANA ST.	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$8,800,000
Limits To:	HOOKS E. HODGES RD.	Est Const. Cost:	\$10,185,301	11 DISTRICT DISCRETIONARY	\$1,385,301
Description:	RECONSTRUCT TO 4 LANES C&G	Toll:	No	Total	\$10,185,301
		Ranking Tier:	1		
SH 550		CSJ (Project ID): 0684-01-068		Programmed Construction Funding	
Project:	SH 550 - New Location Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	.203 MI S OF FM 1847	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$9,500,000
Limits To:	1.13 MI SE OF UPRR OVRPSS @ FM 3248	Est Const. Cost:	\$16,773,147	12 STRATEGIC PARTNERSHIP	\$4,104,600
Description:	CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY	Toll:	Yes	3 LOCAL	\$806,666
		Ranking Tier:	2	----- Remaining Funding to be Determined -----	
				Total	\$14,411,266
BU 77-X		CSJ (Project ID): 0039-12-057		Programmed Construction Funding	
Project:	BU 77-X - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	ARROYO COLORADO BRIDGE	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$28,850,000
Limits To:	SH 345	Est Const. Cost:	\$28,850,000	Total	\$28,850,000
Description:	CONSTRUCT 6 LANE W/RAISED MEDIAN	Toll:	No		
		Ranking Tier:	2		

BU 77-X		CSJ (Project ID): 0039-12-254		Programmed Construction Funding	
				Category	Amount
Project:	BU 77-X - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$708,434
Limits From:	COMMERCE ST..	UTP Action:	No Funding Change	Total	\$708,434
Limits To:	ARROYO BRIDGE	Est Const. Cost:	\$708,434		
Description:	CONSTRUCT RAISED MEDIAN	Toll:	No		
		Ranking Tier:	3		

BU 77-X		CSJ (Project ID): 0327-08-098		Programmed Construction Funding	
				Category	Amount
Project:	BU 77-X - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$5,101,566
Limits From:	FM 507	UTP Action:	No Funding Change	Total	\$5,101,566
Limits To:	COMMERCE ST.	Est Const. Cost:	\$5,101,566		
Description:	CONSTRUCT RAISED MEDIAN	Toll:	No		
		Ranking Tier:	2		

FM 1732		CSJ (Project ID): 0684-03-019		Programmed Construction Funding	
				Category	Amount
Project:	FM 1732 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$22,560,000
Limits From:	US 281	UTP Action:	No Funding Change	Total	\$22,560,000
Limits To:	IH-69E	Est Const. Cost:	\$22,560,000		
Description:	WIDEN TO 4 LANE URBAN	Toll:	No		
		Ranking Tier:	3		

FM 802		CSJ (Project ID): 1140-02-038		Programmed Construction Funding	
				Category	Amount
Project:	FM 802 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$11,400,000
Limits From:	FM 1847	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$2,600,000
Limits To:	OLD PORT ISABEL RD.	Est Const. Cost:	\$14,000,000	Total	\$14,000,000
Description:	CONSTRUCT 6 LANE W/RAISED MEDIAN	Toll:	No		
		Ranking Tier:	2		

FM 3248		CSJ (Project ID): 2717-01-027		Programmed Construction Funding	
				Category	Amount
Project:	FM 3248 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$15,120,000
Limits From:	IH-69E	UTP Action:	Funding Adjustment	Total	\$15,120,000
Limits To:	FM 1847	Est Const. Cost:	\$15,120,000	<i>CAT 2 increased \$5.1M</i>	
Description:	CONSTRUCT 6 LANE W/RAISED MEDIAN	Toll:	No		
		Ranking Tier:	2		

CS		CSJ (Project ID): 0921-06-252		Programmed Construction Funding	
				Category	Amount
Project:	City Street - New Location Roadway	Est. Let Date:	FY 2020-2023 (Construct)	11 RIDER 11B	\$4,500,000
Limits From:	S. PARALLEL CORRIDOR, FM 509	UTP Action:	No Funding Change	10 COORD BORDER INFRASTRUCT	\$3,000,000
Limits To:	FM 2520	Est Const. Cost:	\$7,500,000	Total	\$7,500,000
Description:	CONSTRUCTION 2 LANE RURAL	Toll:	No		
		Ranking Tier:	2		

CS		CSJ (Project ID): 0921-06-254		Programmed Construction Funding	
				Category	Amount
Project:	City Street - FM 509 - New Location Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$3,620,000
Limits From:	FM 509 ON NEW LOCATION, FROM FM 508	UTP Action:	No Funding Change	Total	\$3,620,000
Limits To:	FM 1599	Est Const. Cost:	\$3,620,000		
Description:	CONSTRUCT 2 LANE RURAL	Toll:	No		
		Ranking Tier:	3		

CS		CSJ (Project ID): 0921-06-288		Programmed Construction Funding	
				Category	Amount
Project:	City Street - Port Connector New Location Roadway	Est. Let Date:	FY 2020-2023 (Construct)	10 COORD BORDER INFRASTRUCT	\$5,302,000
Limits From:	OSTOS RD.	UTP Action:	No Funding Change	3 TMF	\$1,532,868
Limits To:	SH 4	Est Const. Cost:	\$18,840,283	7 STP-MM/REHABILITATION	\$11,198,000
Description:	CONSTRUCT SOUTH PORT CONNECTOR AT PORT OF BROWNSVILLE	Toll:	No	Total	\$18,032,868
		Ranking Tier:	2		

Pharr District | Hidalgo County

Multi-Segment Projects

FM 1925		CSJ (Project ID): 1803-01-092		Programmed Construction Funding	
				Category	Amount
Project:	FM 1925 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$8,240,000
Limits From:	10TH ST.	UTP Action:	No Funding Change	Total	\$8,240,000
Limits To:	MCCOLL RD	Est Const. Cost:	\$8,240,000		
Description:	WIDEN TO 6 LANE	Toll:	No		
		Ranking Tier:	3		

FM 1925		CSJ (Project ID): 1803-01-094		Programmed Construction Funding	
				Category	Amount
Project:	FM 1925 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$20,000,000
Limits From:	WALLACE RD.	UTP Action:	No Funding Change	Total	\$20,000,000
Limits To:	10TH ST.	Est Const. Cost:	\$20,000,000		
Description:	PROPOSED 6 LANE W/RAISED MEDIAN	Toll:	No		
		Ranking Tier:	3		

Individual Projects

US 83		CSJ (Project ID): 0039-02-063		Programmed Construction Funding	
				Category	Amount
Project:	OLD US 83 - New Location Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$63,240,000
Limits From:	FM 2221(JARA CHINAS ROAD)	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$62,760,000
Limits To:	0.28 MI WEST OF SHOWERS ROAD	Est Const. Cost:	\$126,000,000	Total	\$126,000,000
Description:	CONSTRUCT CONTROLLED ACCESS FACILITY	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0255-06-069		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$10,900,000
Limits From:	HIDALGO/BROOKS COUNTY LINE	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$183,100,000
Limits To:	0.315 MI N OF SH 186	Est Const. Cost:	\$194,000,000	Total	\$194,000,000
Description:	RURAL EXPRESSWAY FACILITY (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0255-07-140		Programmed Construction Funding	
				Category	Amount
Project:	US 281 - Upgrade to Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$80,000,000
Limits From:	0.273 MI S OF SH 186	UTP Action:	Funding Adjustment	Total	\$80,000,000
Limits To:	0.023 MI N OF FM 490	Est Const. Cost:	\$80,000,000	<i>CAT 4 increased \$2.4M</i>	
Description:	RURAL EXPRESSWAY FACILITY (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

SH 107		CSJ (Project ID): 0342-01-093		Programmed Construction Funding	
				Category	Amount
Project:	SH 107 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$19,000,000
Limits From:	BUS 281W	UTP Action:	No Funding Change	Total	\$19,000,000
Limits To:	IH 69C	Est Const. Cost:	\$19,000,000		
Description:	OPERATIONAL IMPROVEMENTS & REHABILITATION	Toll:	No		
		Ranking Tier:	3		

SH 107		CSJ (Project ID): 0528-01-112		Programmed Construction Funding	
				Category	Amount
Project:	SH 107 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$15,000,000
Limits From:	FM 676	UTP Action:	No Funding Change	Total	\$15,000,000
Limits To:	FM 681/FM 2993	Est Const. Cost:	\$15,000,000		
Description:	CONSTRUCT 6 LANE DIVIDED URBAN	Toll:	No		
		Ranking Tier:	1		

SH 107		CSJ (Project ID): 0528-01-113		Programmed Construction Funding	
				Category	Amount
Project:	SH 107 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,600,000
Limits From:	FM 1924 NORTH	UTP Action:	No Funding Change	Total	\$10,600,000
Limits To:	FM 676	Est Const. Cost:	\$10,600,000		
Description:	CONSTRUCT 6 LANE DIVIDED RURAL	Toll:	No		
		Ranking Tier:	3		

SH 107		CSJ (Project ID): 0528-01-116		Programmed Construction Funding	
				Category	Amount
Project:	SH 107 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$15,510,006
Limits From:	FM 681	UTP Action:	Funding Adjustment	Total	\$15,510,006
Limits To:	FM 2220	Est Const. Cost:	\$15,510,006	<i>CAT 2 increased \$5.5M</i>	
Description:	WIDEN TO 6 LANE_W/RAISED MEDIAN	Toll:	No		
		Ranking Tier:	1		

SH 107		CSJ (Project ID): 0528-01-118		Programmed Construction Funding	
				Category	Amount
Project:	SH 107 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$20,000,000
Limits From:	FM 1924	UTP Action:	No Funding Change	Total	\$20,000,000
Limits To:	SH 495	Est Const. Cost:	\$20,000,000		
Description:	CONSTRUCT 6 LANE WITH RAISED MEDIAN	Toll:	No		
		Ranking Tier:	3		

SH 495		CSJ (Project ID): 0865-01-108		Programmed Construction Funding	
				Category	Amount
Project:	SH 495 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$11,360,000
Limits From:	VETERANS BLVD., FROM IH-2 (US 83)	UTP Action:	No Funding Change	Total	\$11,360,000
Limits To:	LA HOMA RD.	Est Const. Cost:	\$11,360,000		
Description:	CONSTRUCT 4 LANE DIVIDED_URBAN SECTION	Toll:	No		
		Ranking Tier:	3		

SH 68		CSJ (Project ID): 3629-01-001		Programmed Construction Funding	
				Category	Amount
Project:	SH 68 - New Location Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$156,580,000
Limits From:	US 83	UTP Action:	Funding Adjustment	2 URBAN CORRIDOR	\$23,420,000
Limits To:	FM 1925	Est Const. Cost:	\$180,000,000	Total	\$180,000,000
Description:	DIVIDED RURAL HIGHWAY FACILITY	Toll:	No	<i>CAT 2 add \$23.4M and CAT 12 increased \$101M</i>	
		Ranking Tier:	1		

FM 493		CSJ (Project ID): 0863-01-048		Programmed Construction Funding	
				Category	Amount
Project:	FM 493 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$8,330,000
Limits From:	MILE 14	UTP Action:	No Funding Change	Total	\$8,330,000
Limits To:	MILE 10	Est Const. Cost:	\$8,330,000		
Description:	CONSTRUCT 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

FM 494		CSJ (Project ID): 0864-01-068		Programmed Construction Funding	
				Category	Amount
Project:	FM 494 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$8,657,966
Limits From:	SH 107	UTP Action:	No Funding Change	Total	\$8,657,966
Limits To:	FM 676(MILE 5)	Est Const. Cost:	\$8,657,966		
Description:	WIDEN TO 4 LANE	Toll:	No		
		Ranking Tier:	3		

FM 676		CSJ (Project ID): 1064-01-027		Programmed Construction Funding	
				Category	Amount
Project:	FM 676 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	10 FEDERAL EARMARK	\$85,547
Limits From:	SH 107	UTP Action:	Funding Adjustment	11 DISTRICT DISCRETIONARY	\$4,204,172
Limits To:	TAYLOR RD.	Est Const. Cost:	\$18,830,374	10 FEDERAL EARMARK	\$50,787
Description:	WIDEN TO 4 LANE WITH LEFT TURN LANE	Toll:	No	10 FEDERAL EARMARK	\$364,402
		Ranking Tier:	3	2 METRO CORRIDOR	\$7,189,994
				----- Remaining Funding to be Determined -----	
				Total	\$11,894,902
				<i>CAT 2 increased \$1.9M</i>	

FM 676		CSJ (Project ID): 1064-01-032		Programmed Construction Funding	
				Category	Amount
Project:	FM 676 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$3,000,000
Limits From:	SH 364, EAST	UTP Action:	No Funding Change	10 COORD BORDER INFRASTRUCT	\$12,000,000
Limits To:	SH 107	Est Const. Cost:	\$15,000,000	Total	\$15,000,000
Description:	WIDEN TO 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	2		

FM 1015		CSJ (Project ID): 1228-03-041		Programmed Construction Funding	
				Category	Amount
Project:	FM 1015 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$8,600,000
Limits From:	MILE 12 RD.	UTP Action:	No Funding Change	Total	\$8,600,000
Limits To:	SH 107	Est Const. Cost:	\$8,600,000		
Description:	PROPOSED 4 LANE DIVIDED URBAN	Toll:	No		
		Ranking Tier:	3		

FM 1426		CSJ (Project ID): 1429-02-036		Programmed Construction Funding	
				Category	Amount
Project:	FM 1426 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$16,000,000
Limits From:	IH-2	UTP Action:	No Funding Change	Total	\$16,000,000
Limits To:	NOLANA LP.	Est Const. Cost:	\$16,000,000		
Description:	PROPOSED 6 LANE W/ RAISED MEDIAN	Toll:	No		
		Ranking Tier:	1		

FM 1925		CSJ (Project ID): 1803-01-095		Programmed Construction Funding	
				Category	Amount
Project:	FM 1925 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$24,000,000
Limits From:	FM 681	UTP Action:	No Funding Change	Total	\$24,000,000
Limits To:	WALLACE ST.	Est Const. Cost:	\$24,000,000		
Description:	PROPOSED 4 LANE C&G W/ SHOULDERS	Toll:	No		
		Ranking Tier:	3		

FM 1925		CSJ (Project ID): 1803-02-035		Programmed Construction Funding	
				Category	Amount
Project:	FM 1925 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,000,000
Limits From:	FM 907 (ALAMO RD)	UTP Action:	No Funding Change	Total	\$10,000,000
Limits To:	SHARP RD.	Est Const. Cost:	\$10,000,000		
Description:	WIDEN TO 4 LANE	Toll:	No		
		Ranking Tier:	3		

FM 2220		CSJ (Project ID): 2094-01-062		Programmed Construction Funding	
				Category	Amount
Project:	FM 2220 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$17,470,000
Limits From:	SH 107	UTP Action:	No Funding Change	Total	\$17,470,000
Limits To:	MILE 5	Est Const. Cost:	\$17,470,000		
Description:	PROPOSED 6 LANE MEDIAN	Toll:	No		
		Ranking Tier:	2		

FM 2220		CSJ (Project ID): 2094-01-063		Programmed Construction Funding	
				Category	Amount
Project:	FM 2220 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$17,000,000
Limits From:	FM 1925	UTP Action:	No Funding Change	Total	\$17,000,000
Limits To:	SH 107	Est Const. Cost:	\$17,000,000		
Description:	PROPOSED 6 LANE W/MEDIAN	Toll:	No		
		Ranking Tier:	3		

CS		CSJ (Project ID): 0921-02-194		Programmed Construction Funding	
Project:		City Street - Liberty Blvd - Improvements		Category	Amount
Limits From:	LIBERTY BLVD, FROM US 83	Est. Let Date:	FY 2020-2023 (Construct)	12 STP-MM RECONCILIATION	\$400,000
		UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$9,048,858
Limits To:	MILE 3	Est Const. Cost:	\$9,448,858	Total	\$9,448,858
Description:	4 LANE WITH LEFT TURN LANE	Toll:	No		
		Ranking Tier:	3		

CS		CSJ (Project ID): 0921-02-321		Programmed Construction Funding	
Project:		City Street - Mile 3 Road - Widen Non-Freeway		Category	Amount
Limits From:	ON MILE 3 N, TOM GILL RD.	Est. Let Date:	FY 2020-2023 (Construct)	7 STP-MM/REHABILITATION	\$13,989,614
		UTP Action:	No Funding Change	12 STP-MM RECONCILIATION	\$400,000
Limits To:	GOODWIN RD.	Est Const. Cost:	\$14,389,614	Total	\$14,389,614
Description:	WIDEN TO 4 LANE DIVIDED - CURB & GUTTER SECTION	Toll:	No		
		Ranking Tier:	3		

CS		CSJ (Project ID): 0921-02-379		Programmed Construction Funding	
Project:		City Street - Border Crossing Facility		Category	Amount
Limits From:	ANZALDUAS INTL. PORT OF ENTRY	Est. Let Date:	FY 2020-2023 (Construct)	10 COORD BORDER INFRASTRUCT	\$4,200,000
		UTP Action:	No Funding Change	Total	\$4,200,000
Limits To:	NORTH BOUND	Est Const. Cost:	\$4,668,185		
Description:	INBOUND COMMERCIAL INSPECTION PREPRIMARY INSPECTION PRE-CLEARED CARGO TRAFFIC	Toll:	No		
		Ranking Tier:	2		

CS		CSJ (Project ID): 0921-02-394		Programmed Construction Funding	
Project:		City Street - Traffic Signal Project		Category	Amount
Limits From:	@ DONNA INTERNATIONAL BRIDGE	Est. Let Date:	FY 2020-2023 (Construct)	10 COORD BORDER INFRASTRUCT	\$8,900,000
		UTP Action:	New Authorization	3 LOCAL	\$28,485,850
Limits To:	.	Est Const. Cost:	\$37,352,850	Total	\$37,385,850
Description:	CONSTRUCTION OF COMMERCIAL FACILITIES, NORTHBOUND/EMPTY AND SOUTHBOUND LOADED TRUCKS	Toll:	No		
		Ranking Tier:	2		

CS		CSJ (Project ID): 0921-02-420		Programmed Construction Funding	
Project:		City Street - Mile 6 Road - Widen Non-Freeway		Category	Amount
Limits From:	ON MILE 6 W_FROM MILE 9	Est. Let Date:	FY 2020-2023 (Construct)	10 FEDERAL EARMARK	\$603,688
		UTP Action:	New Authorization	7 STP-MM/REHABILITATION	\$10,400,000
Limits To:	MILE 11	Est Const. Cost:	\$11,403,689	12 STRATEGIC PRIORITY	\$400,000
Description:	RECONSTRUCT & WIDEN TO 4 LANES	Toll:	No	Total	\$11,403,688
		Ranking Tier:	3		

Various		CSJ (Project ID): 0921-02-303		Programmed Construction Funding	
Project:		Anzalduas Bridge - Border Crossing Facility		Category	Amount
Limits From:	ANZALDUAS INTL BRIDGE PORT OF ENTRY	Est. Let Date:	FY 2020-2023 (Construct)	10 COORD BORDER INFRASTRUCT	\$100,000
		UTP Action:	No Funding Change	3 LOCAL	\$7,141,012
Limits To:	SOUTH BOUND	Est Const. Cost:	\$7,241,012	Total	\$7,241,012
Description:	CONSTRUCT SOUTH BOUND INSPECTION STATION	Toll:	No		
		Ranking Tier:	2		

Various		CSJ (Project ID): 0921-02-368		Programmed Construction Funding	
				Category	Amount
Project:	365 Tollway- New Location Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PARTNERSHIP	\$14,386,688
Limits From:	365 TOLLWAY, FROM FM 396	UTP Action:	No Funding Change	3 LOCAL	\$159,789,818
Limits To:	US 281	Est Const. Cost:	\$174,178,506	Total	\$174,176,506
Description:	CONSTRUCT 4-LANE CONTROLLED ACCESS TOLLED FACILITY	Toll:	Yes		
		Ranking Tier:	1		

Pharr District | Kenedy County

Individual Projects

US 77		CSJ (Project ID): 0327-02-056		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$20,500,000
Limits From:	0.87 MI. S. OF LA PARRA AVE.	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	8 MI. S. OF LA PARRA AVE.	Est Const. Cost:	\$24,468,907	Total	\$20,500,000
Description:	CONSTRUCT MAIN LANES & OVERPASSES (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 77		CSJ (Project ID): 0327-03-048		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$22,225,000
Limits From:	8 MI. S. OF LA PARRA AVE..	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	9.6 MI. N. OF NORIAS RD.	Est Const. Cost:	\$72,093,733	Total	\$22,225,000
Description:	CONSTRUCT MAIN LANES & OVERPASSES (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 77		CSJ (Project ID): 0327-04-037		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$23,896,364
Limits From:	9.6 MILES NORTH OF NORIAS RD	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$23,896,364
Limits To:	NORIAS RD.	Est Const. Cost:	\$47,792,728	Total	\$47,792,728
Description:	CONSTRUCT MAIN LANES & OVERPASSES (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 77		CSJ (Project ID): 0327-05-041		Programmed Construction Funding	
				Category	Amount
Project:	US 77 - Upgrade to Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$38,079,636
Limits From:	NORIAS RD	UTP Action:	New Authorization	12 STRATEGIC PRIORITY	\$38,079,636
Limits To:	1.34 MI N OF WILLACY/KENEDY C.L.	Est Const. Cost:	\$76,159,272	Total	\$76,159,272
Description:	CONSTRUCT MAIN LANES & OVERPASSES (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

Pharr District | Starr County

Multi-Segment Projects

US 83		CSJ (Project ID): 0038-06-045		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$27,043,091
Limits From:	.255 MI NORTH OF STARR/ZAPATA CL	UTP Action:	No Funding Change	Total	\$27,043,091
Limits To:	.31 MI NORTH OF FM 2098 (SOUTH LEG)	Est Const. Cost:	\$27,043,092		
Description:	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

US 83		CSJ (Project ID): 0038-06-047		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$24,256,909
Limits From:	0.31 MI SOUTH OF PLACIDO RD.	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Limits To:	0.09 MI NORTH OF LOMA BLANCA RD.	Est Const. Cost:	\$33,130,223	Total	\$24,256,909
Description:	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

Pharr District | Willacy County

Individual Projects

IH 69E		CSJ (Project ID): 0327-10-063		Programmed Construction Funding	
				Category	Amount
Project:	IH 69E - Freeway Operational Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$4,380,000
Limits From:	CAMERON/WILLACY CL	UTP Action:	No Funding Change	Total	\$4,380,000
Limits To:	SPUR 413	Est Const. Cost:	\$4,380,000		
Description:	FREEWAY OPERATIONAL IMPROVEMENT	Toll:	No		
		Ranking Tier:	1		

Pharr District | Zapata County

Individual Projects

US 83		CSJ (Project ID): 0038-05-040		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$26,000,000
Limits From:	0.22 MI S OF LASSO LN	UTP Action:	No Funding Change	Total	\$26,000,000
Limits To:	0.28 MI N OF FM 2687	Est Const. Cost:	\$26,000,000		
Description:	WIDEN FROM 2 LANE RURAL TO 4 LANE DIVIDED	Toll:	No		
		Ranking Tier:	1		

San Angelo District

2020 Unified Transportation Program (UTP)

Comprising 15 rural counties, the San Angelo District addresses needs as diverse as the territory it covers. Ranging from Hill Country terrain to ranchland, farmland and Energy Sector areas, maintenance and operation of the highway system is focused on pavement condition and safety, employing strategies that are optimized for the wide range of conditions encountered across the 19,061 square miles of the district.



Did You Know?

- The San Angelo District is responsible for more than 1,200 bridges, none of which are structurally deficient due to diligence in bridge repair and replacement over the years.
- The Permian Basin extends into the western counties of the district, creating significant challenges to maintenance and safe operation of the highway system in that area as oilfield activity has spiked.

★ DISTRICT HIGHLIGHTS

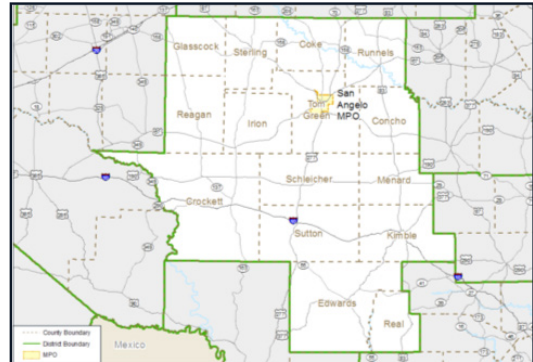
The San Angelo District, in collaboration with the City of San Angelo, Tom Green County, and the San Angelo Metropolitan Planning Organization (MPO), has recently brought to contract a segment of the San Angelo Relief Route. As a top roadway mobility objective of the MPO, the project is the largest ever in the San Angelo District, coming in just under \$38 million.

The project includes a new freeway section with control of access that addresses congestion and safety concerns in the area. The funding was strategically planned for several years and includes Categories 2U, 4, 11, and 12.

Keys to success during project development included individual and public meetings held to address concerns. The businesses and schools in the area were involved throughout the design process, allowing the district to build community support and buy-in.

Planning and Programming

Maintenance of the highway system is the top priority of the San Angelo District. Effective pavement management strategies, driven by constant monitoring of roadway conditions and resulting in four-year pavement management plans, have resulted in overall pavement scores that are consistently among the highest in the state.



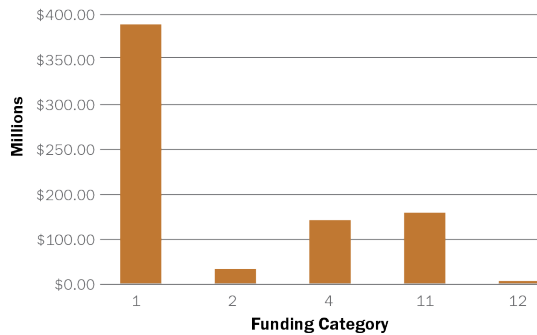
FAST FACTS

Population	170,000
Square Miles	19,000
Daily Vehicle Miles	More than 6 million
Lane Miles	More than 7,000
Registered Vehicles	185,000

How to Stay Involved

- San Angelo TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **San Angelo Metropolitan Planning Organization:** get involved with regional transportation plans
- **Concho Valley Transit District Regional Coordination Planning Committee:** transit service in 12 counties
- **Ports-to-Plains** Alliance website
- Contact the district by [email](#)

San Angelo District: 2020 Planning Targets by Category



Priorities

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

The impacts of the oilfield economy are reflected in the 2020 UTP on the highway network through distribution of funds to address energy sector needs. As a beneficiary of the energy sector program, the San Angelo District will address roadway improvements and safety concerns in the Permian Basin area. The district currently has plans to contract armoring and safety projects on US 67, SH 137, and SH 158 with these funds.

A major concern in the Permian Basin area is safety. The intersection at SH 158 and SH 137 has experienced high crash rates with serious injuries/fatalities, and congestion. Through the construction of an interchange, the area will be receiving some much needed relief. The existing configuration is underperforming and poses a threat to safety and the movement of goods in the region. Frequent stops and slow acceleration/deceleration of trucks cause disruptions to traffic flow, and present safety concerns for both the delivery of goods and local travel. As a result of the project, there will be a decrease in the chance for traffic accidents due to minimizing potential conflicts and an improvement to the flow of traffic.

In the urban area, the district's partnership with the MPO focuses on corridor projects within San Angelo and a portion of Tom Green County. This collaboration has led to the initiation of the San Angelo Relief Route study. This study will develop plans for a reliever route along the Texas Trunk System and Ports-to-Plains corridor for both San Angelo and Tom Green County. One section of this corridor is already in development and will connect US 67 North to US 277 North. This segment will include a railroad overpass that will improve safety along the route.

Finally, US 277, US 67, US 83 and US 87 are integral components of the Texas Trunk System and, as such, provide links vital to commerce and economic development in the West Texas region and statewide. The district continues to make safety improvements to these corridors through the construction of passing lanes using a cost-efficient design. In addition, continued maintenance and rehabilitation of I 10 throughout the district is essential to the national economy and safety of traffic on that facility.



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

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UTP CATEGORIES

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

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

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

Short Term (Four or fewer years)

- FM 2105, Tom Green County: restore roadway
- SH 137, Glasscock, Reagan Counties: restore roadway
- SH 158/137, Glasscock County: construct interchange
- US 67, Reagan County: add passing lanes/armoring
- US 277, Sutton, 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

San Angelo District | Multiple-County Projects

Multi-Segment Projects

US 277		CSJ (Project ID): 0160-02-025		Programmed Construction Funding	
Project:		US 277 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	12.275 MI NORTH OF EDWARDS CO LINE	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$9,800,000
Limits To:	EDWARDS COUNTY LINE	UTP Action:	No Funding Change	Total	\$9,800,000
Description:	ADD PASSING LANES - SUTTON COUNTY	Est Const. Cost:	\$9,800,000		
		Toll:	No		
		Ranking Tier:	1		

US 277		CSJ (Project ID): 0160-03-024		Programmed Construction Funding	
Project:		US 277 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	SUTTON COUNTY LINE	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$10,856,000
Limits To:	VAL VERDE COUNTY LINE	UTP Action:	No Funding Change	Total	\$10,856,000
Description:	ADD PASSING LANES - EDWARDS COUNTY	Est Const. Cost:	\$10,856,000		
		Toll:	No		
		Ranking Tier:	1		

San Angelo District | Coke County

Multi-Segment Projects

US 277		CSJ (Project ID): 0264-05-029		Programmed Construction Funding	
Project:		US 277/SH70 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	SH 158 WEST IN BRONTE	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$11,741,050
Limits To:	TOM GREEN COUNTY LINE	UTP Action:	New Authorization	Total	\$11,741,050
Description:	ADD PASSING LANES	Est Const. Cost:	\$11,741,050		
		Toll:	No		
		Ranking Tier:	3		

SH 70		CSJ (Project ID): 0264-04-053		Programmed Construction Funding	
Project:		US 277/SH 70 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	NOLAN COUNTY LINE	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$3,813,600
Limits To:	US 277	UTP Action:	New Authorization	Total	\$3,813,600
Description:	ADD PASSING LANES	Est Const. Cost:	\$3,813,600		
		Toll:	No		
		Ranking Tier:	3		

Individual Projects

US 277		CSJ (Project ID): 0264-04-054		Programmed Construction Funding	
Project:		US 277 - Add Passing Lanes (Super 2)		Category	Amount
Limits From:	SH 70	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$5,799,500
Limits To:	SH 158 WEST IN BRONTE	UTP Action:	New Authorization	Total	\$5,799,500
Description:	ADD PASSING LANES TO IMPROVE SAFETY ON US 277 FROM SH 70 TO SH 158 W IN BRONTE, INCLUDE GRADING, BASE, AND STRUCTURE.	Est Const. Cost:	\$5,799,500		
		Toll:	No		
		Ranking Tier:	3		

San Angelo District | Concho County

Individual Projects

US 83		CSJ (Project ID): 0035-04-032		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$3,700,000
Limits From:	US 87	UTP Action:	New Authorization	Total	\$3,700,000
Limits To:	0.5 MILES SOUTH OF US 87	Est Const. Cost:	\$3,700,001		
Description:	WIDEN GRADING, BASE, PAVING, STRUCTURES	Toll:	No		
		Ranking Tier:	2		

San Angelo District | Glasscock County

Individual Projects

SH 158		CSJ (Project ID): 0463-04-024		Programmed Construction Funding	
				Category	Amount
Project:	SH 158 - SH 137 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$17,109,352
Limits From:	AT SH 137	UTP Action:	No Funding Change	3 LOCAL	\$10,389,446
Limits To:	.	Est Const. Cost:	\$27,498,798	Total	\$27,498,798
Description:	CONSTRUCT OVERPASS	Toll:	No		
		Ranking Tier:	2		

San Angelo District | Reagan County

Individual Projects

US 67		CSJ (Project ID): 0076-08-027		Programmed Construction Funding	
				Category	Amount
Project:	US 67 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$25,500,000
Limits From:	SH 137	UTP Action:	No Funding Change	Total	\$25,500,000
Limits To:	UPTON COUNTY LINE	Est Const. Cost:	\$25,500,000		
Description:	ADD PASSING LANES	Toll:	No		
		Ranking Tier:	2		

San Angelo District | Runnels County

Multi-Segment Projects

US 83		CSJ (Project ID): 0034-03-019		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$2,760,000
Limits From:	TAYLOR COUNTY LINE	UTP Action:	Funding Adjustment	4 REGIONAL CONNECTIVITY	\$4,416,000
Limits To:	6.9 MILES S OF TAYLOR COUNTY LINE	Est Const. Cost:	\$7,176,001	Total	\$7,176,000
Description:	ADD PASSING LANES	Toll:	No	<i>CAT 4 increased \$1.6M</i>	
		Ranking Tier:	1		

US 83		CSJ (Project ID): 0034-04-039		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$5,440,000
Limits From:	6.9 MILES S OF TAYLOR COUNTY LINE	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$3,400,000
Limits To:	15.4 MILES S OF TAYLOR COUNTY LINE	Est Const. Cost:	\$8,840,000	Total	\$8,840,000
Description:	ADD PASSING LANES	Toll:	No	<i>CAT 4 increased \$2M</i>	
		Ranking Tier:	1		

US 83		CSJ (Project ID): 0034-05-041		Programmed Construction Funding	
				Category	Amount
Project:	US 83 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$3,535,000
Limits From:	15.4 MI S OF TAYLOR CO LINE	UTP Action:	Funding Adjustment	4 REGIONAL CONNECTIVITY	\$5,656,000
Limits To:	US 67	Est Const. Cost:	\$9,191,000	Total	\$9,191,000
Description:	ADD PASSING LANES	Toll:	No	<i>CAT 4 increased \$2.1M</i>	
		Ranking Tier:	1		

San Angelo District | Sutton County

Individual Projects

US 277		CSJ (Project ID): 0160-01-036		Programmed Construction Funding	
				Category	Amount
Project:	US 277 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$5,889,100
Limits From:	DRY DEVILS RIVER	UTP Action:	No Funding Change	Total	\$5,889,100
Limits To:	12.275 MI NORTH OF EDWARDS CO LINE	Est Const. Cost:	\$5,889,100		
Description:	ADD PASSING LANES	Toll:	No		
		Ranking Tier:	1		

San Angelo District | Tom Green County

Individual Projects

US 87		CSJ (Project ID): 0070-02-092		Programmed Construction Funding	
				Category	Amount
Project:	US 87 - Operational Improvements	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$8,500,000
Limits From:	US 277	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$12,000,000
Limits To:	SL 306 AND FM 1223	Est Const. Cost:	\$20,500,000	Total	\$20,500,000
Description:	GRADING, BASE, STRUCTURES, SURFACING	Toll:	No		
		Ranking Tier:	2		

US 277		CSJ (Project ID): 0264-06-043		Programmed Construction Funding	
				Category	Amount
Project:	US 277 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$11,658,600
Limits From:	COKE COUNTY LINE	UTP Action:	Funding Adjustment	Total	\$11,658,600
Limits To:	US 67	Est Const. Cost:	\$11,658,600	<i>CAT 4 add \$11.6M</i>	
Description:	ADD PASSING LANES	Toll:	No		
		Ranking Tier:	3		

US 277		CSJ (Project ID): 0264-06-044		Programmed Construction Funding	
				Category	Amount
Project:	US 277 - Operational Improvements	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$3,600,231
Limits From:	0.75 MILES NORTH OF FM 2105	UTP Action:	Funding Adjustment	----- Remaining Funding to be Determined -----	
Limits To:	US 67	Est Const. Cost:	\$40,000,231	Total	\$3,600,231
Description:	GRADING, STRUCTURES, BASE, SURFACING	Toll:	No	<i>De-authorize CAT 2</i>	
		Ranking Tier:	1		

SL 378		CSJ (Project ID): 0159-07-007		Programmed Construction Funding	
				Category	Amount
Project:	SL 378 - Widen Non-Freeway - San Angelo	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$14,060,000
Limits From:	FM 1223	UTP Action:	Funding Adjustment	1 PREVENTIVE MAINT & REHAB	\$410,000
Limits To:	US 87	Est Const. Cost:	\$14,470,000	Total	\$14,470,000
Description:	WIDEN, ADD CENTER TURN LANE, AND ACP OVERLAY	Toll:	No	<i>CAT 2 increased \$8.9M</i>	
		Ranking Tier:	3		

FM 2288		CSJ (Project ID): 2141-02-016		Programmed Construction Funding	
				Category	Amount
Project:	FM 2288 - Widen Non-Freeway - San Angelo	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$7,600,000
Limits From:	4.3 MILES SOUTH OF US 87	UTP Action:	Funding Adjustment	Total	\$7,600,000
Limits To:	8.1 MILES SOUTH OF US 87	Est Const. Cost:	\$7,600,000	<i>CAT 2 increased \$3.6M</i>	
Description:	PROJECT ON FM 2288 TO WIDEN CURRENT 2-LANE RURAL HIGHWAY TO A 4-LANE HIGHWAY WITH TURN LANES TO IMPROVE SAFETY, INCLUDE GRADING, BASE, STRUCTURES, AND SURFACING	Toll:	No		
		Ranking Tier:	3		

FM 2105		CSJ (Project ID): 2410-01-011		Programmed Construction Funding	
				Category	Amount
Project:	FM 2105 - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$10,300,000
Limits From:	US 87	UTP Action:	Funding Adjustment	1 PREVENTIVE MAINT & REHAB	\$2,000,000
Limits To:	US 277	Est Const. Cost:	\$12,300,000	Total	\$12,300,000
Description:	REHABILITATION OF EXISTING ROADWAY	Toll:	No	<i>CAT 2 increased \$8.4M</i>	
		Ranking Tier:	3		

San Antonio District

2020 Unified Transportation Program (UTP)

Home to one of the oldest cities in Texas, the San Antonio District is known for its long history as a cultural crossroads and a top destination for visitors to the state. The district is centered on the seventh-largest city in the country, but also includes extensive and varied rural areas stretching from the Hill Country to the South Texas Plains.



Did You Know?

- The San Antonio Missions National Historical Park, which includes the Alamo, is the only United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage site in the state of Texas.
- The district developed urban design guidelines for consistent roadway aesthetics in the Hill Country, Mission, and Downtown regions.

★ DISTRICT HIGHLIGHTS

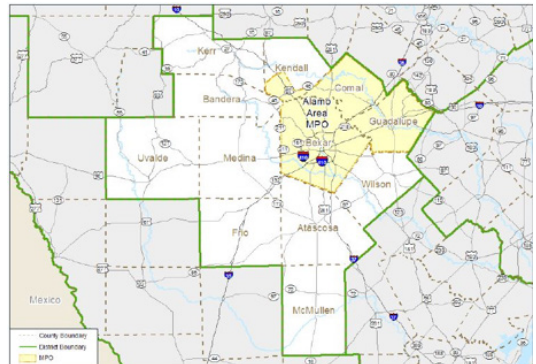
The district values interactive local partnerships with cities, counties, the metropolitan planning organization, transit authorities, and other agencies in delivering transportation projects to the region and focusing on moving people safely and efficiently.

This regional collaboration includes working with VIA Metropolitan Transit on corridor studies along highways and other state routes in the San Antonio area. The district has also partnered with the City of San Antonio, VIA/Advanced Transportation District, Bexar County, and the Alamo Regional Mobility Authority to bring congestion relief to many of its major corridors, including Loop 1604 West, I-10 West and US 281 North. Each of these agencies has provided significant financial commitments on these and other transportation projects.

Planning and Programming

When selecting projects, the district focuses on entire corridors that need long-term improvements as identified in studies by TxDOT and partner agencies. Understanding the long-term needs of a corridor allows district staff to select individual projects that provide short-term benefits as part of longer-term goals and plans.

In addition to new projects that address growing traffic congestion, the staff works with maintenance supervisors to identify and prioritize preventive and rehabilitation projects. This coordination, along with data on pavement and bridges, allows the district to maintain and preserve the existing transportation network.



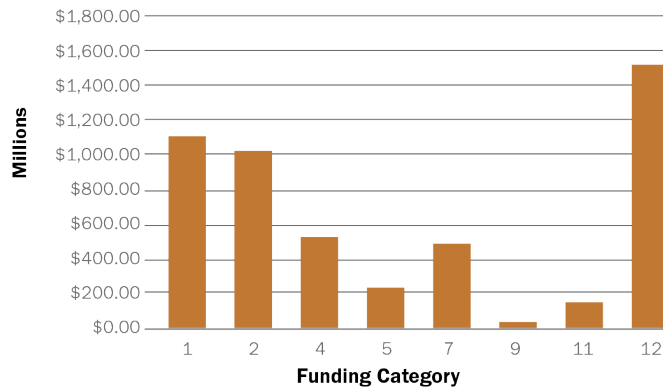
FAST FACTS

Population	2.5 Million
Square Miles	12,200
Daily Vehicle Miles	Nearly 48 million
Lane Miles	More than 11,000
Registered Vehicles	2.2 Million

How to Stay Involved

- San Antonio TxDOT home [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meeting [schedule](#)
- **Texas Clear Lanes**: updates on congestion projects
- **Alamo Area Metropolitan Planning Organization** public involvement efforts (regional planning organization)
- **Alamo Area Regional Mobility Authority** projects (local transportation authority)
- **VIA Metropolitan Transit** public meetings (regional transit authority)
- Contact the district by [email](#)

San Antonio: 2020 Planning Targets by Category



Priorities

Priority projects are determined through a collaborative effort with partner agencies in the San Antonio District 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, while also looking to district input in prioritizing needs for the TxDOT network. Urban projects selected by AAMPO are funded through Category 2. Category 4 connectivity funding and Category 7 projects are also focused on the greater San Antonio area. The district works with local governments in the metropolitan area to share project costs, which can expedite needed transportation improvements.

Strong partnerships are important for project selection in the rural counties of the district. In these areas, staff work with towns, counties, and the Alamo Area Council of Governments (AACOG) to identify and prioritize needs. AACOG has been helpful in formalizing this partnership in project selection and prioritization by forming the Alamo Regional Rural Planning Organization (ARRPO), which has assisted the San Antonio District with much-needed local coordination. Category 1 funding is the major source of project dollars in the 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 recently become one of the most active oil fields in the country. Category 11 funds, which include Energy Sector funding, are used to address the growth in truck traffic, as well as safety and maintenance projects in this area.

Finally, as one of the fastest-growing cities in the country with major freight and commuter corridors, the district also receives Category 12 funding for Texas Clear Lanes projects to address the challenges of growth, including congestion, safety, and air quality.



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

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TxDOT FUNDING CATEGORIES

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



Highway improvements at SH 151 and LP 410

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- Loop 1604 N, Redland to I-35, Bexar County: add six expressway lanes, including two HOV lanes
- Loop 1604 at I-10 W, Bexar County: Phase 2 direct connectors

Short Term (Four or fewer years)

- I-410 at US 281/San Pedro, Bexar County: operational improvements.
- SH 123 and SH 85.: pavement and operational improvements in oil-producing regions
- I-410 SW, Ingram to US 90, Bexar County: expand to eight and ten Lanes
- I-35, I-410 N to FM 3009, Bexar and Guadalupe Counties: add six express lanes including two HOV lanes and priority connectors at I-410 N and Loop 1604 – design-build
- I-10, Loop 1604 to Guadalupe County Line and US 90 A to SH 130, Bexar and Guadalupe Counties: expand to six-lane freeway
- Loop 1604 N, SH 16 to Redland, Bexar County: add six expressway lanes, including, two HOV lanes and priority connectors at I-10 W
- I-410 at I-10 E, Bexar County: interchange improvements

San Antonio District | Multiple-County Projects

Multi-Segment Projects

IH 35		CSJ (Project ID): 0016-06-047		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Northeast Expansion (NEX)	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$51,000,000
Limits From:	BEXAR/GUADALUPE COUNTY LINE	UTP Action:	Funding Adjustment	12 TX CLEAR LANES	\$29,000,000
Limits To:	FM 3009	Est Const. Cost:	\$150,000,000	3 DESIGN BUILD	\$70,000,000
Description:	EXPAND FROM 8 LN TO 14 LN EXPY-ADD 6 NEW EXPRESS LANES INCLUDING 2 HOV- SPECIAL USE LANES;FROM 4 TO 4 FR LANES - GUADALUPE COUNTY	Toll:	No	Total	\$150,000,000
		Ranking Tier:	1	<i>CAT 4 increase \$5M</i>	

IH 35		CSJ (Project ID): 0016-07-113		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Northeast Expansion (NEX)	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$100,600,000
Limits From:	IH 410 N	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$261,400,000
Limits To:	GUADALUPE/BEXAR COUNTY LINE	Est Const. Cost:	\$815,000,000	12 TX CLEAR LANES	\$350,000,000
Description:	EXPAND FROM 8 LN TO 14 LN EXPY-ADD 6 NEW EXPR LNS INCL 2 HOV -SPCL USE LNS;FRM 4/6 TO 4/6 FR RDS;CONNS @ IH 410N & LP1604 - BEXAR COUNTY	Toll:	No	11 DISTRICT DISCRETIONARY	\$3,000,000
		Ranking Tier:	1	3 DESIGN BUILD	\$100,000,000
				Total	\$815,000,000
				<i>CAT 2 increased \$65M and CAT 4 increased \$5M</i>	

IH 35		CSJ (Project ID): 0017-10-168		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Northeast Expansion (NEX South)	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$369,000,000
Limits From:	IH 410 S	UTP Action:	Funding Adjustment	12 TX CLEAR LANES	\$133,000,000
Limits To:	IH 410 N	Est Const. Cost:	\$602,000,000	3 DESIGN BUILD	\$100,000,000
Description:	EXPAND FROM 8 LN TO 14 LN EXPY-ADD 6 NEW EXPR LNS INCL 2 HOV -SPCL USE LNS;FRM 4/6 TO 4/6 FR RDS;CONNS @ IH 410S & IH 410N - BEXAR COUNTY	Toll:	No	Total	\$602,000,000
		Ranking Tier:	1	<i>CAT 12 added \$502M</i>	

FM 471		CSJ (Project ID): 0849-01-055		Programmed Construction Funding	
				Category	Amount
Project:	FM 471 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,500,000
Limits From:	OLD FM 471	UTP Action:	No Funding Change	3 LOCAL	\$10,500,000
Limits To:	MEDINA COUNTY LINE	Est Const. Cost:	\$21,000,000	Total	\$21,000,000
Description:	EXPAND 2 TO 4 LANE DIVIDED WITH BIKE LANES AND SIDEWALKS - BEXAR COUNTY	Toll:	No		
		Ranking Tier:	3		

FM 471		CSJ (Project ID): 0849-02-045		Programmed Construction Funding	
				Category	Amount
Project:	FM 471 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$375,000
Limits From:	MEDINA COUNTY LINE	UTP Action:	No Funding Change	Total	\$375,000
Limits To:	SH 211	Est Const. Cost:	\$375,000		
Description:	EXPAND 2 TO 4 LANE DIVIDED WITH BIKE LANES AND SIDEWALKS - MEDINA COUNTY	Toll:	No		
		Ranking Tier:	3		

San Antonio District | Bexar County

Multi-Segment Projects

US 90		CSJ (Project ID): 0024-07-059		Programmed Construction Funding	
				Category	Amount
Project:	US 90 - Upgrade to Freeway - San Antonio	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$65,000,000
Limits From:	SH 211	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$45,000,000
Limits To:	0.8 MILES W OF IH 410	Est Const. Cost:	\$110,000,000	Total	\$110,000,000
Description:	EXPAND FROM 4 LANE DIVIDED TO 6 LANE EXPRESSWAY & 4 FR LANES (LP 1604 TO SH 211)	Toll:	No	<i>CAT 12 add \$65M</i>	
		Ranking Tier:	1		

US 90		CSJ (Project ID): 0024-08-138		Programmed Construction Funding	
				Category	Amount
Project:	US 90 - Upgrade to Freeway - San Antonio	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$5,000,000
Limits From:	0.8 MILES W OF IH 410	UTP Action:	Funding Adjustment	2 METRO CORRIDOR	\$5,000,000
Limits To:	IH 410	Est Const. Cost:	\$10,000,000	Total	\$10,000,000
Description:	EXPAND FROM 4 LANE DIVIDED TO 6 LANE EXPRESSWAY & FROM 4 TO 4 FR LANES	Toll:	No	<i>CAT 12 add \$5M</i>	
		Ranking Tier:	1		

SL 1604		CSJ (Project ID): 2452-02-083		Programmed Construction Funding	
				Category	Amount
Project:	SL 1604 - Widen Freeway, San Antonio North	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$368,300,000
Limits From:	SH 16	UTP Action:	No Funding Change	Total	\$368,300,000
Limits To:	US 281	Est Const. Cost:	\$368,300,000		
Description:	EXPAND 4 TO 10 LANE EXPRESSWAY-INCLUDING 2 HOV-SPECIAL USE LNS;FROM 4 TO 4 FR RDS;& PHASE 1 DIRECT CONNECTORS AT IH 10W	Toll:	No		
		Ranking Tier:	1		

SL 1604		CSJ (Project ID): 2452-02-117		Programmed Construction Funding	
				Category	Amount
Project:	SL 1604 - Blanco Road Intersection	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$43,000,000
Limits From:	AT FM 2696- BLANCO RD	UTP Action:	No Funding Change	Total	\$43,000,000
Limits To:	.	Est Const. Cost:	\$43,000,000		
Description:	INTERSECTION OPERATIONAL IMPROVEMENTS	Toll:	No		
		Ranking Tier:	1		

SL 1604		CSJ (Project ID): 2452-02-127		Programmed Construction Funding	
				Category	Amount
Project:	SL 1604 - IH 10 West Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$218,000,000
Limits From:	AT IH 10 W	UTP Action:	New Authorization	4 URBAN CONNECTIVITY	\$17,000,000
Limits To:	.	Est Const. Cost:	\$252,000,000	12 TX CLEAR LANES	\$17,000,000
Description:	PHASE 2 DIRECT CONNECTORS	Toll:	No	Total	\$252,000,000
		Ranking Tier:	1		

SL 1604		CSJ (Project ID): 2452-03-113		Programmed Construction Funding		
				Category	Amount	
Project:	SL 1604 - Widen Freeway, San Antonio North	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR	\$30,000,000
Limits From:	US 281	UTP Action:	No Funding Change	Total		\$30,000,000
Limits To:	REDLAND ROAD	Est Const. Cost:	\$30,000,000			
Description:	EXPAND 4 TO 10 LANE EXPRESSWAY-INCLUDING 2 HOV-SPECIAL USE LANES; FROM 4 TO 4 FR RDS	Toll:	No			
		Ranking Tier:	1			

Individual Projects

IH 10		CSJ (Project ID): 0025-02-215		Programmed Construction Funding		
				Category	Amount	
Project:	IH 10 East - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12	STRATEGIC PRIORITY	\$154,000,000
Limits From:	GRAYTOWN RD	UTP Action:	No Funding Change	Total		\$154,000,000
Limits To:	GUADALUPE/BEXAR COUNTY LINE	Est Const. Cost:	\$154,000,000			
Description:	EXPAND FROM 4 LANE TO 6 LANE EXPRESSWAY & FROM 4 TO 4 FR LANES	Toll:	No			
		Ranking Tier:	1			

IH 410		CSJ (Project ID): 0521-04-285		Programmed Construction Funding		
				Category	Amount	
Project:	IH 410 - US 281 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	7	STP-MM/REHABILITATION	\$10,000,000
Limits From:	AT US 281/SAN PEDRO	UTP Action:	No Funding Change	4	URBAN CONNECTIVITY	\$36,000,000
Limits To:	.	Est Const. Cost:	\$70,000,000	2	METRO CORRIDOR	\$24,000,000
Description:	INTERCHANGE IMPROVEMENTS	Toll:	No	Total		\$70,000,000
		Ranking Tier:	1			

IH 410		CSJ (Project ID): 0521-06-138		Programmed Construction Funding		
				Category	Amount	
Project:	IH 410 - IH 10 East Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY	\$25,000,000
Limits From:	AT IH 10 E	UTP Action:	No Funding Change	12	TX CLEAR LANES	\$25,000,000
Limits To:	.	Est Const. Cost:	\$100,000,000	2	METRO CORRIDOR	\$50,000,000
Description:	CONSTRUCT DIRECT CONNECTORS ;PHASE 1-PRIORITY CONNECTORS	Toll:	No	Total		\$100,000,000
		Ranking Tier:	1			

SH 151		CSJ (Project ID): 3508-01-029		Programmed Construction Funding		
				Category	Amount	
Project:	SH 151 - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4	URBAN CONNECTIVITY	\$80,000,000
Limits From:	LP 1604	UTP Action:	No Funding Change	Total		\$80,000,000
Limits To:	IH 410	Est Const. Cost:	\$80,000,000			
Description:	EXPAND FROM 4 LANE TO 6 LANE EXPRESSWAY & FROM 4/6 TO 4/6 FR LANES	Toll:	No			
		Ranking Tier:	1			

SL 1604		CSJ (Project ID): 2452-01-066		Programmed Construction Funding		
				Category	Amount	
Project:	SL 1604 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR	\$40,000,000
Limits From:	MACDONA-LACOSTE RD.	UTP Action:	No Funding Change	Total		\$40,000,000
Limits To:	US 90 W	Est Const. Cost:	\$40,000,000			
Description:	EXPAND FROM 2 LANES TO 4 LANE DIVIDED	Toll:	No			
		Ranking Tier:	2			

FM 2252		CSJ (Project ID): 1433-01-029		Programmed Construction Funding	
Project:	FM 2252 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	AT EVANS ROAD	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$3,300,000
Limits To:	.	Est Const. Cost:	\$7,500,000	7 STP-MM/REHABILITATION	\$4,200,000
Description:	CONSTRUCT INTERSECTION OPERATIONAL IMPROVEMENTS, INCLUDING WIDENING OF CIBOLO CREEK BRIDGE	Toll:	No	Total	\$7,500,000
		Ranking Tier:	3		

FM 1516		CSJ (Project ID): 1477-01-043		Programmed Construction Funding	
Project:	FM 1516 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	FM 78	UTP Action:	No Funding Change	2 METRO CORRIDOR	\$11,750,000
Limits To:	IH 10	Est Const. Cost:	\$23,500,000	3 LOCAL	\$11,750,000
Description:	EXPAND 2 TO 4 LANE DIVIDED WITH BIKE LANES AND SIDEWALKS	Toll:	No	Total	\$23,500,000
		Ranking Tier:	3		

CS		CSJ (Project ID): 0915-12-544		Programmed Construction Funding	
Project:	City Street - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	ON GALM RD, FROM FM 471 (CULEBRA RD)	UTP Action:	No Funding Change	12 STP-MM RECONCILIATION	\$4,100,000
Limits To:	GOVERNMENT CANYON STATE PARK	Est Const. Cost:	\$7,323,351	7 STP-MM/REHABILITATION	\$3,223,351
Description:	EXPAND FROM 2 TO 4 LANES, INCLUDING DRAINAGE IMPROVEMENTS, BIKE & PEDESTRIAN AMENITIES	Toll:	No	Total	\$7,323,351
		Ranking Tier:	3		

PA 1502		CSJ (Project ID): 7774-01-001		Programmed Construction Funding	
Project:	Wurzbach Parkway - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	LOCKHILL SELMA ROAD	UTP Action:	No Funding Change	7 STP-MM/REHABILITATION	\$8,000,000
Limits To:	FM 1535-NW MILITARY	Est Const. Cost:	\$9,000,000	2 METRO CORRIDOR	\$1,000,000
Description:	EXPAND 4 TO 6 LANES & INTERSECTION OPERATIONAL IMPROVEMENTS	Toll:	No	Total	\$9,000,000
		Ranking Tier:	3		

San Antonio District | Comal County

Multi-Segment Projects

SH 46		CSJ (Project ID): 0215-01-044		Programmed Construction Funding	
Project:	SH 46 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	US 281	UTP Action:	No Funding Change	4 URBAN CONNECTIVITY	\$14,000,000
Limits To:	BENTWOOD DR.	Est Const. Cost:	\$14,000,000	Total	\$14,000,000
Description:	EXPAND FROM 2 LANES TO 6 LANES WITH RAISED MEDIAN OR CLTL	Toll:	No		
		Ranking Tier:	1		

SH 46		CSJ (Project ID): 0215-07-027		Programmed Construction Funding	
				Category	Amount
Project:	SH 46 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$26,000,000
Limits From:	FARHILLS DR.	UTP Action:	No Funding Change	Total	\$26,000,000
Limits To:	US 281	Est Const. Cost:	\$26,000,000		
Description:	EXPAND FROM 2 LANES TO 6 LANES WITH RAISED MEDIAN OR CLTL	Toll:	No		
		Ranking Tier:	1		

Individual Projects

IH 35		CSJ (Project ID): 0016-05-120		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - FM 725 Intersection	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$6,000,000
Limits From:	AT FM 725	UTP Action:	No Funding Change	Total	\$6,000,000
Limits To:	.	Est Const. Cost:	\$6,000,000		
Description:	INTERSECTION OPERATIONAL IMPROVEMENTS	Toll:	No		
		Ranking Tier:	1		

FM 2252		CSJ (Project ID): 1433-02-044		Programmed Construction Funding	
				Category	Amount
Project:	FM 2252 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$21,700,000
Limits From:	BEXAR/COMAL COUNTY LINE	UTP Action:	No Funding Change	Total	\$21,700,000
Limits To:	FM 3009	Est Const. Cost:	\$21,700,000		
Description:	EXPAND FROM 2 LANES TO 4 LANES WITH RAISED MEDIAN OR CONTINUOUS LEFT TURN LANE, BIKE LANES AND SIDEWALKS	Toll:	No		
		Ranking Tier:	3		

San Antonio District | Guadalupe County

Individual Projects

IH 10		CSJ (Project ID): 0025-03-097		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 East - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$150,000,000
Limits From:	BEXAR/GUADALUPE COUNTY LINE	UTP Action:	New Authorization	Total	\$150,000,000
Limits To:	FM 465	Est Const. Cost:	\$150,000,000		
Description:	EXPAND FROM 4 LANE TO 6 LANE EXPRESSWAY & FROM 4 TO 4 FR LANES	Toll:	No		
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 0535-01-074		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 East - Widen Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$50,000,000
Limits From:	US 90A	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$150,000,000
Limits To:	SH 130	Est Const. Cost:	\$200,000,000	Total	\$200,000,000
Description:	EXPAND FROM 4 LANE TO 6 LANE EXPRESSWAY & FROM 4 TO 4 FR LANES	Toll:	No		
		Ranking Tier:	1		

SH 123		CSJ (Project ID): 0366-02-089		Programmed Construction Funding	
				Category	Amount
Project:	SH 123 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$16,200,000
Limits From:	CORDOVA LN.	UTP Action:	No Funding Change	Total	\$16,200,000
Limits To:	IH 10	Est Const. Cost:	\$16,200,000		
Description:	EXPAND FROM 2 LANES TO 4 LANES WITH CENTER LEFT TURN LANE	Toll:	No		
		Ranking Tier:	2		

San Antonio District | Wilson County

Individual Projects

US 87		CSJ (Project ID): 0143-03-049		Programmed Construction Funding	
				Category	Amount
Project:	US 87 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$30,000,000
Limits From:	BEXAR/WILSON COUNTY LINE	UTP Action:	New Authorization	Total	\$30,000,000
Limits To:	FM 1346	Est Const. Cost:	\$30,000,000		
Description:	UPGRADE TO 4 LANE DIVIDED ROADWAY	Toll:	No		
		Ranking Tier:	1		

SH 123		CSJ (Project ID): 0366-05-048		Programmed Construction Funding	
				Category	Amount
Project:	SH 123 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$18,505,000
Limits From:	BS 87	UTP Action:	New Authorization	Total	\$18,505,000
Limits To:	WILSON/KARNES COUNTY LINE	Est Const. Cost:	\$18,505,000		
Description:	CONSTRUCT NORTH BOUND PASSING LANES; BASE REPAIR, SEAL COAT AND OVERLAY	Toll:	No		
		Ranking Tier:	1		

Tyler District

2020 Unified Transportation Program (UTP)

The roads and highways in the Tyler District provide important links between rural and urban areas, such as Tyler and Longview. These cities grew significantly during the East Texas oil boom of the 1930s. Much of the area’s transportation network was built for early oil exploration. Today, these same roads still facilitate energy production in the Bossier Shale, and also help rural residents with access to medical and commercial centers.



Did You Know?

- In 1985, the district started TxDOT’s “Adopt-A-Highway” program, beginning with the Tyler Civitan Club’s adoption of a portion of US 69 just outside of Loop 323.
- One of the region’s major exports is the Greenberg Smoked Turkey. Founded by Jewish immigrants in 1938, each holiday season, more than 200,000 turkeys ship from Tyler to family tables across the nation.

★ DISTRICT HIGHLIGHTS

Collaboration is key to delivering projects in the district. The current widening of US 69 through the City of Wells is a recent example of a project that required staff to work with local partners to address a critical mobility concern.

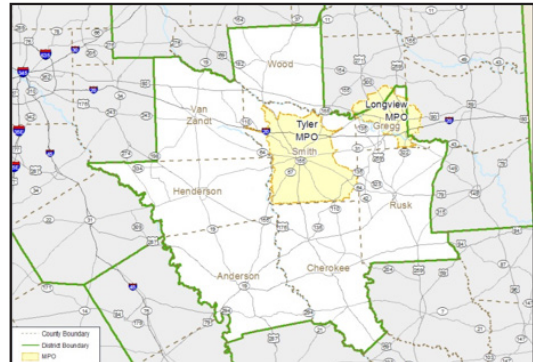
Within the City of Wells, US 69 narrowed to two travel lanes, which created a serious bottleneck for daily commuters and impeded traffic along an important hurricane evacuation route. Funding challenges and utility relocation costs kept this widening project on the drawing board for many years until a regional effort made it a reality.

Convened by the East Texas Rural Planning Organization, area county judges and local mayors developed a collaborative funding strategy that drew from municipal, county, state, and federal resources. By working together, the region expedited a much-needed project, which is now expected to open to traffic in 2019.

Planning and Programming

District staff partner closely with the two metropolitan planning organizations (MPOs) in the district: the Tyler Metropolitan Planning Organization and Longview Metropolitan Planning Organization. Using these regional lenses, staff evaluate and prioritize projects across district cities and counties. This approach helps balance the district’s rural and urban needs.

Additionally, the district focuses on maintaining high pavement quality standards. Staff target preventive maintenance and rehabilitation projects, which are especially important for FM roadways. Dedicated review by maintenance staff, along with local knowledge from elected officials and stakeholders, allow the district to prioritize the projects most critical to extending the life of the road network.



FAST FACTS

Population	Nearly 700,000
Square Miles	6,500
Daily Vehicle Miles	More than 17 Million
Lane Miles	Nearly 9,000
Registered Vehicles	More than 700,000

How to Stay Involved

- Tyler District TxDOT [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Tyler Area Metropolitan Planning Organization:** regional transportation planning body
- **Longview Metropolitan Planning Organization:** regional transportation planning body
- **Tyler Transit:** information on local public transportation
- Contact the district by [email](#)



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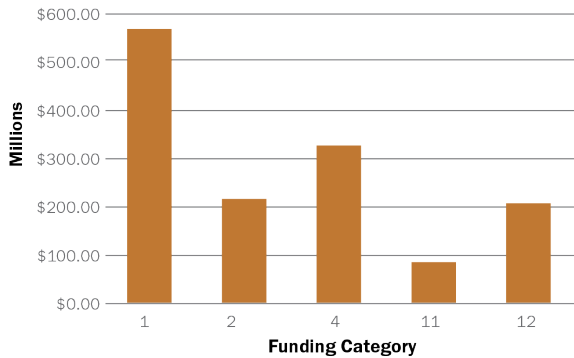
KATHI.WHITE@TXDOT.GOV

2709 W. FRONT STREET, TYLER, TX 75702

(903) 510-9100

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

Tyler District: 2020 Planning Targets by Category



Priorities

Because of the focus on preventive maintenance and rehabilitation, the largest share of district 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. For example, Category 1 funding can be used to add a passing lane that improves safety for a two-lane highway.

In partnership with MPOs, 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 due to the presence of these municipalities.

The Tyler District has many bridges due to the hilly terrain and numerous creeks, rivers, and lakes. Category 6 funding for structures replacement and rehabilitation allows the district to maintain and replace these bridges and overpasses as needed.

Energy sector traffic is common in East Texas. The district receives some Category 11 energy sector funding for roads in eastern counties, where most recently drilling in the Bossier Shale has impacted roads.

Finally, 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, including US highways and FM roads. In addition, Category 12 funding allows it to complete large projects, like US 175, that are on the freight corridor with significant national traffic.



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

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TxDOT FUNDING CATEGORIES

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



Groundbreaking ceremony US 69 in Wells

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- SL 485, Gregg County: widen from two to four lanes with flush median in Gladewater
- SH 42, Gregg County: widen from two to four lanes with flush median from IH-20 north to US 80
- FM 2493, Smith County: widen from two to four lanes with flush median from SL 323 south to FM 2813

Short Term (Four or fewer years)

- FM 16, Smith County: widen from two to four lanes with flush median from CR 481-E east to US 69 in Lindale
- FM 2275, Gregg County: widen from two to four lanes with flush median from FM 3272 east to SH 300 in Longview
- US 175, Anderson and Cherokee Counties: widen from two to four lanes with flush median widening from SH 155 to FM 347 in Jacksonville
- US 271, Smith and Gregg Counties: widen from two to four lanes with a depressed median from FM 16 north to SL 485 in Gladewater
- FM 756, Smith County: widen from two to four lanes with flush median from Jeff Davis Drive south to FM 346
- IH 20/US 271/SH 31 Interchange, Gregg County: Reconfigure interchange to remove left-hand exits



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

Tyler District | Multiple-County Projects

Multi-Segment Projects

US 271		CSJ (Project ID): 0165-02-061		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$31,300,000
Limits From:	SMITH C/L, SW	UTP Action:	No Funding Change	Total	\$31,300,000
Limits To:	FM 16	Est Const. Cost:	\$31,300,000		
Description:	WIDEN 2 LN ROAD TO 4 LN DIVIDED HWY WITH DEPRESSED MEDIAN - SMITH COUNTY	Toll:	No		
		Ranking Tier:	1		

US 271		CSJ (Project ID): 0165-03-036		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$22,700,000
Limits From:	SL 485 IN GLADEWATER, SW	UTP Action:	No Funding Change	Total	\$22,700,000
Limits To:	SMITH C/L	Est Const. Cost:	\$22,700,000		
Description:	WIDEN 2-LN ROAD TO 4 LANES W/FLUSH MED TO SH 135 & DEPRESSED MEDIAN FOR THE REST - GREGG COUNTY	Toll:	No		
		Ranking Tier:	1		

US 175		CSJ (Project ID): 0198-03-026		Programmed Construction Funding	
				Category	Amount
Project:	US 175 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$44,000,000
Limits From:	0.4 MI SE OF SH 155, SE	UTP Action:	No Funding Change	Total	\$44,000,000
Limits To:	CHEROKEE C/L AT NECHES RIVER	Est Const. Cost:	\$44,000,000		
Description:	WIDEN 2 LANE ROAD TO 4 LANE DIVIDED HWY W/DEPRESSED MEDIAN - ANDERSON COUNTY	Toll:	No		
		Ranking Tier:	1		

US 175		CSJ (Project ID): 0198-04-042		Programmed Construction Funding	
				Category	Amount
Project:	US 175 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$4,500,000
Limits From:	ANDERSON C/L, SE	UTP Action:	No Funding Change	Total	\$4,500,000
Limits To:	0.5 MI E OF ANDERSON C/L (CR3509)	Est Const. Cost:	\$4,500,000		
Description:	ROADWORK TO TIE BACK INTO EXISTING ROADWAY - CHEROKEE COUNTY	Toll:	No		
		Ranking Tier:	1		

Tyler District | Cherokee County

Individual Projects

US 69		CSJ (Project ID): 0191-02-066		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - FM 2493 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$23,400,000
Limits From:	0.5 MI N OF FM 2493-W	UTP Action:	New Authorization	Total	\$23,400,000
Limits To:	0.5 MI S OF FM 2493-E	Est Const. Cost:	\$23,400,000		
Description:	CONSTRUCT GRADE SEPARATED INTERCHANGE AND REALIGN FM 2493 EAST OF US 69	Toll:	No		
		Ranking Tier:	1		

US 175		CSJ (Project ID): 0198-04-029		Programmed Construction Funding	
				Category	Amount
Project:	US 175 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$125,000,000
Limits From:	0.5 MI E OF ANDERSON C/L(CR3509),SE	UTP Action:	No Funding Change	Total	\$125,000,000
Limits To:	FM 347, IN JACKSONVILLE	Est Const. Cost:	\$125,000,000		
Description:	WIDEN FROM 2 LANES TO 4 LANES W/DEPRESSED MEDIAN	Toll:	No		
		Ranking Tier:	1		

US 69		CSJ (Project ID): 0910-36-133		Programmed Construction Funding	
				Category	Amount
Project:	US 69 - Jacksonville Relief Route Alternatives	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$10,000,000
Limits From:	US 69 N OF JACKSONVILLE, SW & W	UTP Action:	New Authorization	----- Remaining Funding to be Determined -----	
Limits To:	FM 347 AT SL 456	Est Const. Cost:	\$170,000,000	Total	\$10,000,000
Description:	CONSTRUCT 2 LN ROAD ON NEW LOCATION AS EXTENSION OF SL 456	Toll:	No		
		Ranking Tier:	1		

FM 2493		CSJ (Project ID): 0191-04-008		Programmed Construction Funding	
				Category	Amount
Project:	FM 2493 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	12 STRATEGIC PRIORITY	\$20,000,000
Limits From:	0.3 MI S OF FM 344 (SMITH C/L)	UTP Action:	New Authorization	Total	\$20,000,000
Limits To:	US 69 NEAR BULLARD	Est Const. Cost:	\$20,000,000		
Description:	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	Toll:	No		
		Ranking Tier:	3		

Tyler District | Gregg County

Multi-Segment Projects

US 271		CSJ (Project ID): 0248-06-017		Programmed Construction Funding	
				Category	Amount
Project:	US 271 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$5,000,000
Limits From:	UPSHUR C/L, 0.1 MI N OF FM 2275, S	UTP Action:	No Funding Change	Total	\$5,000,000
Limits To:	SL 485 IN GLADEWATER	Est Const. Cost:	\$5,000,000		
Description:	WIDEN FROM 2 LANES TO 4 LANES W/FLUSH MEDIAN	Toll:	No		
		Ranking Tier:	2		

SL 485		CSJ (Project ID): 3290-02-008		Programmed Construction Funding	
				Category	Amount
Project:	SL 485 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$16,500,000
Limits From:	US 271, IN S GLADEWATER, NORTHERLY	UTP Action:	No Funding Change	Total	\$16,500,000
Limits To:	US 80 IN EAST GLADEWATER	Est Const. Cost:	\$16,500,000		
Description:	WIDEN 2 LANES TO 4 LANES WITH CENTER TURN LANE	Toll:	No		
		Ranking Tier:	2		

SL 485		CSJ (Project ID): 3290-02-009		Programmed Construction Funding	
				Category	Amount
Project:	SL 485 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	4 URBAN CONNECTIVITY	\$5,000,000
Limits From:	US 80 IN E GLADEWATER, NORTHERLY	UTP Action:	No Funding Change	Total	\$5,000,000
Limits To:	US 271 IN NORTH GLADEWATER	Est Const. Cost:	\$5,000,000		
Description:	WIDEN 4 LANE ROADWAY FOR CENTER TURN LANE	Toll:	No		
		Ranking Tier:	2		

Individual Projects

IH 20		CSJ (Project ID): 0495-07-074		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - SH 31 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$8,700,000
Limits From:	0.7 MI W OF US259 (MM 588), E	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$125,000,000
Limits To:	1.3 MI E OF SH31 (MM 590)	Est Const. Cost:	\$150,000,000	4 URBAN CONNECTIVITY	\$16,300,000
Description:	IMPROVE LEFT EXIT INTERCHANGE OVER UPRR	Toll:	No	Total	\$150,000,000
		Ranking Tier:	1	<i>CAT 12 increased \$100M</i>	

SH 42		CSJ (Project ID): 0545-04-048		Programmed Construction Funding	
				Category	Amount
Project:	SH 42 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$24,000,000
Limits From:	US 80IN WHITE OAK, S	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$22,000,000
Limits To:	IH 20 IN KILGORE	Est Const. Cost:	\$46,000,000	Total	\$46,000,000
Description:	WIDEN FROM 2 LANES TO 4 LANES W/FLUSH MEDIAN & CURB & GUTTER	Toll:	No		
		Ranking Tier:	1		

FM 2206		CSJ (Project ID): 2073-01-009		Programmed Construction Funding	
				Category	Amount
Project:	FM 2206 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$14,630,000
Limits From:	2.05 MI E OF SH 42 (FISHER RD), E	UTP Action:	No Funding Change	1 PREVENTIVE MAINT & REHAB	\$470,000
Limits To:	SL 281 IN LONGVIEW	Est Const. Cost:	\$15,100,000	Total	\$15,100,000
Description:	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN	Toll:	No		
		Ranking Tier:	1		

FM 2206		CSJ (Project ID): 2073-01-010		Programmed Construction Funding	
				Category	Amount
Project:	FM 2206 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$17,400,000
Limits From:	SH 42, E	UTP Action:	Funding Adjustment	Total	\$17,400,000
Limits To:	1.6 MI W OF SL281(FISHER RD)IN LGVW	Est Const. Cost:	\$17,400,000	<i>CAT 2 increased \$3.9M</i>	
Description:	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN	Toll:	No		
		Ranking Tier:	1		

FM 2275		CSJ (Project ID): 2158-01-019		Programmed Construction Funding	
				Category	Amount
Project:	FM 2275 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$5,230,000
Limits From:	FM 3272 IN WHITE OAK, E	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$8,260,000
Limits To:	FM 1845 (PINE TREE RD) IN LONGVIEW	Est Const. Cost:	\$13,500,000	Total	\$13,490,000
Description:	WIDEN 2 LNS TO 4 LN DIVIDED ROADWAY W/FLUSH MEDIAN	Toll:	No		
		Ranking Tier:	2		

FM 2275		CSJ (Project ID): 2158-01-020		Programmed Construction Funding	
				Category	Amount
Project:	FM 2275 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$13,490,000
Limits From:	FM 1845 (PINE TREE RD), E	UTP Action:	No Funding Change	Total	\$13,490,000
Limits To:	SH 300 IN LONGVIEW	Est Const. Cost:	\$13,500,000		
Description:	WIDEN 2 LNS TO 4 LN DIVIDED ROADWAY W/FLUSH MEDIAN	Toll:	No		
		Ranking Tier:	2		

Tyler District | Smith County

Individual Projects

IH 20		CSJ (Project ID): 0495-04-069		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 - Ramp and Frontage Road Improvements			2	URBAN CORRIDOR \$15,000,000
Limits From:	1 MI E OF TOLL 49 (HARVEY RD), E			1	PREVENTIVE MAINT & REHAB \$3,000,000
Limits To:	US 69 IN LINDALE			Total \$18,000,000	
Description:	REVERSE RAMPS & CONVERT TWO-WAY ACCESS ROADS TO ONE-WAY FRONTAGE ROADS			<i>CAT 2 increased \$6.5M</i>	
	Est. Let Date:	FY 2020-2023 (Construct)			
	UTP Action:	Funding Adjustment			
	Est Const. Cost:	\$17,400,000			
	Toll:	No			
	Ranking Tier:	1			

IH 20		CSJ (Project ID): 0495-04-072		Programmed Construction Funding	
				Category	Amount
Project:	IH 20 West - Widen Freeway			4	URBAN CONNECTIVITY \$26,000,000
Limits From:	VAN ZANDT C/L, E			----- Remaining Funding to be Determined -----	
Limits To:	1.4 MI E OF US 69			Total \$26,000,000	
Description:	WIDEN CONTROLLED ACCESS FACILITY FROM 4 LANES TO 6 LANES				
	Est. Let Date:	FY 2024-2029 (Develop)			
	UTP Action:	No Funding Change			
	Est Const. Cost:	\$225,000,000			
	Toll:	No			
	Ranking Tier:	1			

FM 2493		CSJ (Project ID): 0191-03-083		Programmed Construction Funding	
				Category	Amount
Project:	FM 2493 - Widen Non-Freeway			2	URBAN CORRIDOR \$32,640,000
Limits From:	FM 346 IN FLINT, S			Total \$32,640,000	
Limits To:	0.3 MI S OF FM 344 (CHEROKEE C/L)				
Description:	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN				
	Est. Let Date:	FY 2020-2023 (Construct)			
	UTP Action:	No Funding Change			
	Est Const. Cost:	\$32,640,000			
	Toll:	No			
	Ranking Tier:	2			

FM 2493		CSJ (Project ID): 0191-03-084		Programmed Construction Funding	
				Category	Amount
Project:	FM 2493 - Widen Non-Freeway			12	STRATEGIC PRIORITY \$26,150,000
Limits From:	SL 323 IN TYLER, S			2	URBAN CORRIDOR \$26,150,000
Limits To:	FM 2813			Total \$52,300,000	
Description:	WIDEN FROM 4 LANES TO 6 LANES WITH FLUSH MEDIAN				
	Est. Let Date:	FY 2024-2029 (Develop)			
	UTP Action:	No Funding Change			
	Est Const. Cost:	\$52,300,000			
	Toll:	No			
	Ranking Tier:	2			

FM 756		CSJ (Project ID): 0492-04-034		Programmed Construction Funding	
				Category	Amount
Project:	FM 756 - Widen Non-Freeway			2	URBAN CORRIDOR \$23,720,000
Limits From:	JEFF DAVIS DR (CR 1167), S			Total \$23,720,000	
Limits To:	FM 346				
Description:	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN				
	Est. Let Date:	FY 2020-2023 (Construct)			
	UTP Action:	No Funding Change			
	Est Const. Cost:	\$23,720,000			
	Toll:	No			
	Ranking Tier:	3			

FM 16		CSJ (Project ID): 0522-04-032		Programmed Construction Funding	
				Category	Amount
Project:	FM 16 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$24,730,000
Limits From:	4 MI W OF FM 849 (CR481-E), E	UTP Action:	No Funding Change	Total	\$24,730,000
Limits To:	US 69 IN LINDALE	Est Const. Cost:	\$24,730,000		
Description:	WIDEN 2 LNS TO 4 LNS W/FLUSH MEDIAN,US69 TO TOLL 49 EXTNSN THEN CONSTRUCT CENTER TURN LANE FOR REST OF THE 2 LN SECTN	Toll:	No		
		Ranking Tier:	2		

FM 2964		CSJ (Project ID): 3021-01-009		Programmed Construction Funding	
				Category	Amount
Project:	FM 2964 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$25,000,000
Limits From:	SH 110, IN TYLER, S	UTP Action:	No Funding Change	Total	\$25,000,000
Limits To:	FM 346	Est Const. Cost:	\$25,000,000		
Description:	WIDEN RHONES QUARTER RD FROM 2 LANES TO 4 LANES	Toll:	No		
		Ranking Tier:	2		

Waco District

2020 Unified Transportation Program (UTP)

While most of the Waco District is rural, it is also centered on the heavily-used I-35 corridor, creating a diverse set of needs for district staff to address. I-35 serves as a transportation corridor of national importance and connects the major activity centers in the district to the rest of the state. As the district rebuilds I-35 to handle growing levels of traffic across the district, it also works with regional partners to develop projects that address local transportation needs and enhance connectivity.



Did You Know?

- Fort Hood, the largest military base in the world, is located in the Waco District and is accessed by I-14, the newest-designated interstate highway in Texas.
- Monarch butterfly migration routes were taken into account in the reconstruction of I-35, with monarch-friendly native plants, including milkweed, planted on TxDOT property at rest areas.

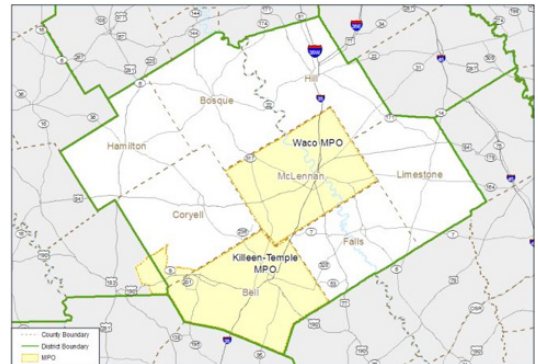
★ DISTRICT HIGHLIGHTS

TxDOT is currently reconstructing the I-35 corridor throughout the district. This interstate highway, which is crucial to moving people and freight throughout Texas, is being modernized and widened. The project also includes aesthetic enhancements to the highway, such as signature bridges in Waco and murals on retaining walls in other towns along the route. These murals were designed with input from local residents and reflect the identity and uniqueness of each location.

Because of the potential disruption to travelers for such a massive reconstruction of a key highway, the district has employed innovative information distribution systems, including automated text messages, social media alerts, and emails. Staff communicates construction delays and current traffic congestion levels directly to thousands of people who have signed up for these alerts. Waco has shared this experience in developing new forms of outreach with other TxDOT districts to improve communication across the state.

Planning and Programming

The district places a high priority on maintenance and rehabilitation of the roadway network. The existing transportation network serves as the backbone of the region's economy, connecting the rural parts of the district to growing cities and to the international trade corridor of I-35. Maintenance of this transportation network is critical for the continued safe movement of people and freight throughout the district.



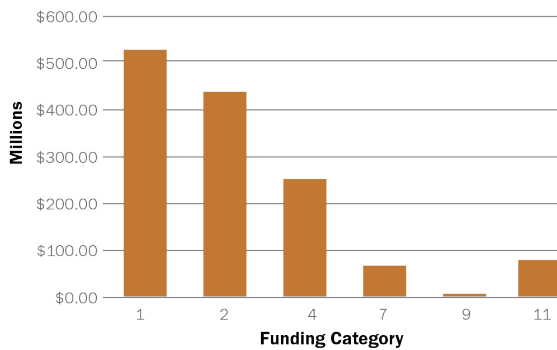
FAST FACTS

Population	More than 770,000
Square Miles	More than 7,500
Daily Vehicle Miles	Nearly 20 Million
Lane Miles	More than 7,800
Registered Vehicles	705,000

How to Stay Involved

- Waco TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- [My35 project website](#): updates on the I-35 corridor
- [Waco Metropolitan Planning Organization](#): regional planning agency
- [Killeen-Temple Metropolitan Planning Organization](#): regional planning agency
- Contact the district by [email](#)

Waco District: 2020 Planning Targets by Category



Priorities

Reflecting the district's focus on maintenance and rehabilitation of the existing roadway network, Category 1 is the largest funding source it receives. Additionally, Category 11 funds are used in the district for maintenance projects.

The district receives Category 2 and Category 4-Urban funds based on the allocation for the two local metropolitan planning organizations. Category 4-Rural funds are also received for strategic connectivity corridors. These funding sources have all been used in the reconstruction of I-35 throughout the district. The I-35 corridor serves both local commuters in urban areas and wider connectivity needs. Category 12 funds are also sought for projects on I-35 in recognition of its importance to the rest of the state.

The district also works with local partners, which include the Waco Metropolitan Planning Organizations, Killeen-Temple Metropolitan Planning Organizations, 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.

The district's staff is proactive in studying and preparing projects that can be ready to go to construction if new funding sources become available. It is agile and flexible in securing funding for these projects, recognizing the diverse transportation needs across the district, from rural areas to urban centers along I-35, and the different types of funding available.

12

TxDOT FUNDING CATEGORIES

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



I-35 Frontage Road Bridge at Brazos River, Waco

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-35, McLennan County: reconstruct from South Loop 340 to 12th Street in Waco
- SL 340, McLennan County: widen from Brazos River to US 84 (Bellmead)
- I-35, Bell County: widen from US 190 in Belton to South LP 363 in Temple

Short Term (Four or fewer years)

- US 190 Bypass, Bell County: construct 2 additional lanes
- I-14, Bell County: widen from FM 3423 to FM 2410 in west Belton
- I-14, Bell County: widen from FM 2410 in west Belton to I-35
- SH 6, Bosque County: expand to Super 2 configuration from FM 219 to McLennan County line



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

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(254) 867-2700

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

Waco District | Multiple-County Projects

Multi-Segment Projects

US 190		CSJ (Project ID): 0185-01-030		Programmed Construction Funding	
Project:		US 190 - Widen Non-Freeway		Category	Amount
Limits From:	2.0 MI S OF FM 436 IN HEIDENHEIMER	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$62,800,000
Limits To:	MILAM C/L	UTP Action:	No Funding Change	Total	\$62,800,000
Description:	WIDEN FROM 2 LANE TO 4 LANE DIVIDED RURAL - BELL COUNTY	Est Const. Cost:	\$62,800,000		
		Toll:	No		
		Ranking Tier:	2		

US 190		CSJ (Project ID): 0231-19-003		Programmed Construction Funding	
Project:		US 190 - Widen Freeway - Copperas Cove		Category	Amount
Limits From:	LAMPASAS CO LINE	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$39,300,000
Limits To:	US 190 W OF CLARKE RD	UTP Action:	No Funding Change	Total	\$39,300,000
Description:	WIDEN FROM TWO TO FOUR LANES DIVIDED AND CONSTRUCT INTERCHANGE - CORYELL COUNTY	Est Const. Cost:	\$39,300,000		
		Toll:	No		
		Ranking Tier:	2		

Waco District | Bell County

Individual Projects

IH 35		CSJ (Project ID): 0015-14-109		Programmed Construction Funding	
Project:		IH 35 - Widen Freeway - Belton/Temple		Category	Amount
Limits From:	US 190 IN BELTON	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$10,000,000
Limits To:	S LP 363 IN TEMPLE	UTP Action:	No Funding Change	----- Remaining Funding to be Determined -----	
Description:	WIDEN FROM SIX LANE TO EIGHT LANE DIVIDED	Est Const. Cost:	\$266,000,000	Total	\$10,000,000
		Toll:	No		
		Ranking Tier:	1		

IH 14		CSJ (Project ID): 0231-03-152		Programmed Construction Funding	
Project:		IH 14 - Traffic Control Devices		Category	Amount
Limits From:	CORYELL COUNTY LINE	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$6,200,000
Limits To:	FM 3423 (INDIAN TRAIL)	UTP Action:	New Authorization	Total	\$6,200,000
Description:	CONSTRUCTION OF FIBER OPTICS, TRAFFIC CAMERAS, AND DYNAMIC MESSAGE BOARDS	Est Const. Cost:	\$6,200,000		
		Toll:	No		
		Ranking Tier:	3		

US 190		CSJ (Project ID): 0231-04-060		Programmed Construction Funding	
Project:		US 190 - Widen Freeway - Belton		Category	Amount
Limits From:	FM 2410 IN W BELTON	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$35,000,000
Limits To:	IH 35	UTP Action:	No Funding Change	Total	\$35,000,000
Description:	WIDEN FROM FOUR TO SIX LANES AND RESURFACE	Est Const. Cost:	\$35,000,000		
		Toll:	No		
		Ranking Tier:	2		

SL 363		CSJ (Project ID): 0320-06-008		Programmed Construction Funding	
				Category	Amount
Project:	SL 363 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$45,000,000
Limits From:	INDUSTRIAL BLVD	UTP Action:	New Authorization	Total	\$45,000,000
Limits To:	LUCIUS MCELVEY	Est Const. Cost:	\$45,000,000		
Description:	CONSTRUCT INTERCHANGE AND EXPAND 2 TO 4 LANE WITH FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	3		

SL 121		CSJ (Project ID): 2502-01-021		Programmed Construction Funding	
				Category	Amount
Project:	SL 121 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$28,000,000
Limits From:	LAKE RD (FM 439)	UTP Action:	New Authorization	Total	\$28,000,000
Limits To:	US 190	Est Const. Cost:	\$28,000,000		
Description:	WIDEN FROM TWO TO FOUR LANES WITH RAISED MEDIAN	Toll:	No		
		Ranking Tier:	3		

FM 93		CSJ (Project ID): 1835-01-026		Programmed Construction Funding	
				Category	Amount
Project:	FM 93 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$8,794,843
Limits From:	WHEAT ROAD	UTP Action:	New Authorization	Total	\$8,794,843
Limits To:	SH 317	Est Const. Cost:	\$8,794,843		
Description:	WIDEN FROM 2 TO 4 LANES, ADD BIKE LANES, AND 6' SIDEWALKS IN BOTH DIRECTIONS	Toll:	No		
		Ranking Tier:	2		

FM 3481		CSJ (Project ID): 3409-01-007		Programmed Construction Funding	
				Category	Amount
Project:	FM 3481 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 METRO CORRIDOR	\$6,566,500
Limits From:	PROSPECTOR TRAIL	UTP Action:	New Authorization	Total	\$6,566,500
Limits To:	PROPOSED CHAPARRAL RD INTERSECTION	Est Const. Cost:	\$6,566,500		
Description:	WIDEN FROM 2 TO 4 LANE ROADWAY WITH CONTINUOUS CENTER TURN LANE. PHASE 1	Toll:	No		
		Ranking Tier:	2		

Waco District | Coryell County

Individual Projects

BU 190E		CSJ (Project ID): 0231-02-062		Programmed Construction Funding	
				Category	Amount
Project:	BU 190E - Safety and Pedestrian Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$10,000,000
Limits From:	FM 1113 (AVENUE D)	UTP Action:	No Funding Change	10 LANDSCAPE INCENTIVE AWDS	\$210,000
Limits To:	CONSTITUTION DR.	Est Const. Cost:	\$10,420,000	10 LANDSCAPE INCENTIVE AWDS	\$210,000
Description:	CONSTRUCTION OF A RAISED MEDIAN AND CONVERSION OF ONE TRAVEL LANE IN EACH DIRECTION TO A 10' SIDEWALK/BICYCLE LANE	Toll:	No	Total	\$10,420,000
		Ranking Tier:	2		

FM 116		CSJ (Project ID): 0724-01-055		Programmed Construction Funding	
				Category	Amount
Project:	FM 116 - Rail/Highway Crossing	Est. Let Date:	FY 2020-2023 (Construct)	2 METRO CORRIDOR	\$13,470,000
Limits From:	AVENUE B	UTP Action:	New Authorization	Total	\$13,470,000
Limits To:	S MAIN	Est Const. Cost:	\$13,470,000		
Description:	CONSTRUCT A TWO LANE UNDERPASS AT THE EXISTING BNSF RR WITH SIDEWALKS	Toll:	No		
		Ranking Tier:	3		

Waco District | McLennan County

Individual Projects

SH 6		CSJ (Project ID): 0258-08-035		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$8,000,000
Limits From:	FM 185	UTP Action:	New Authorization	Total	\$8,000,000
Limits To:	MCLAUGHLIN RD (SPUR 412)	Est Const. Cost:	\$8,000,000		
Description:	WIDEN FROM TWO TO FIVE LANES DIVIDED	Toll:	No		
		Ranking Tier:	1		

SH 6		CSJ (Project ID): 0258-09-142		Programmed Construction Funding	
				Category	Amount
Project:	SH 6 - IH 35 Interchange	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$40,000,000
Limits From:	US 84	UTP Action:	New Authorization	Total	\$40,000,000
Limits To:	IH 35	Est Const. Cost:	\$40,000,000		
Description:	CONSTRUCT CONTINUOUS FRONTAGE ROADS, BRIDGES, AND RECONSTRUCT ON & OFF RAMPS	Toll:	No		
		Ranking Tier:	2		

SL 340		CSJ (Project ID): 2362-01-034		Programmed Construction Funding	
				Category	Amount
Project:	SL 340 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$23,500,000
Limits From:	US 84	UTP Action:	New Authorization	Total	\$23,500,000
Limits To:	LP 484	Est Const. Cost:	\$23,500,000		
Description:	WIDEN TO FOUR LANES DIVIDED	Toll:	No		
		Ranking Tier:	2		

SS 298		CSJ (Project ID): 0055-08-120		Programmed Construction Funding	
				Category	Amount
Project:	SS 298 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$11,000,000
Limits From:	LAKE AIR DR	UTP Action:	New Authorization	Total	\$11,000,000
Limits To:	NEW ROAD	Est Const. Cost:	\$11,000,000		
Description:	WIDEN TO SIX LANES DIVIDED, RELOCATE MAIN LANES TO FRONTAGE ROADS, CONSTRUCT DUAL LEFT TURN LANE	Toll:	No		
		Ranking Tier:	2		

FM 2113		CSJ (Project ID): 2060-01-037		Programmed Construction Funding	
				Category	Amount
Project:	FM 2113 - Pavement Rehabilitation	Est. Let Date:	FY 2024-2029 (Develop)	2 URBAN CORRIDOR	\$10,000,000
Limits From:	0.156 MI SOUTHWEST OF FM 2063	UTP Action:	New Authorization	----- Remaining Funding to be Determined -----	
Limits To:	0.101 MI. NORTHEAST OF FM 1695	Est Const. Cost:	\$16,000,000	Total	\$10,000,000
Description:	WIDEN PAVEMENT TO INCLUDE SHOULDERS, CONTINUOUS LEFT TURN LANE, AND CURB & GUTTER	Toll:	No		
		Ranking Tier:	2		

Wichita Falls District

2020 Unified Transportation Program (UTP)

With possibilities of blizzards, tornadoes, flooding, and wildfires in the rural district, district staff are ready for any type of weather. The district prepares for these extreme conditions through a focus on preventive maintenance and rehabilitation. As a key connector district, it works to improve safety on the busiest thoroughfares by adding shoulders and passing lanes throughout nine counties.



Did You Know?

- Sheppard Air Force Base draws pilots from around the globe for North American Treaty Organization (NATO) training, the only multi-national program of its kind.
- The district's key freight corridors support Texas' energy sector, carrying traffic for drilling in the Barnett Shale oil fields, as well as wind energy activities.

★ DISTRICT HIGHLIGHTS

Each August, Wichita Falls welcomes more than 13,000 cyclists for the Hotter'N Hell Hundred race. Considered a "ride of passage" for bike enthusiasts, crowds of spectators flock to witness this annual display of endurance. Each year, the district supports this influx of competitors and supporters through traffic management and special event planning.

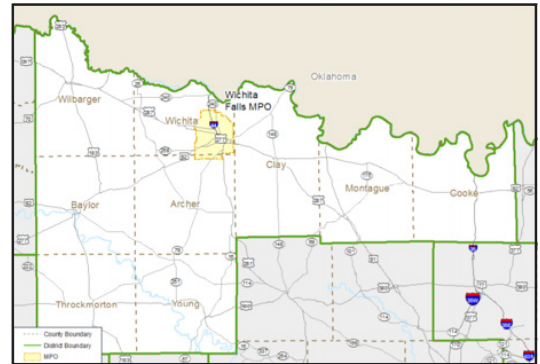
Locally, Hotter'N Hell also fosters recreational and commuter cycling in Wichita Falls. As a result, the district has a focus on bike and pedestrian planning, which it delivers through partnerships with the Wichita Falls Metropolitan Planning Organization (MPO) and City of Wichita Falls.

Currently, the district has more than 18 miles of recreational trails, with more under construction. At completion, 24 miles will encircle the city. The district is proud of this trail system as a resource for active transportation and recreation.

Planning and Programming

Wichita Falls takes a proactive approach to maintenance by working to keep roads and bridges in good shape before major issues arise. District staff diligently review roadway conditions and survey residents, matching data with public input to prioritize projects. This feedback is especially important to the planning process because first-hand knowledge from drivers is more current than the most up-to-date data source.

Staff stay aware of these needs through dedicated public involvement efforts. In addition to traditional in-person forums, staff reach residents using innovative online engagement tools.



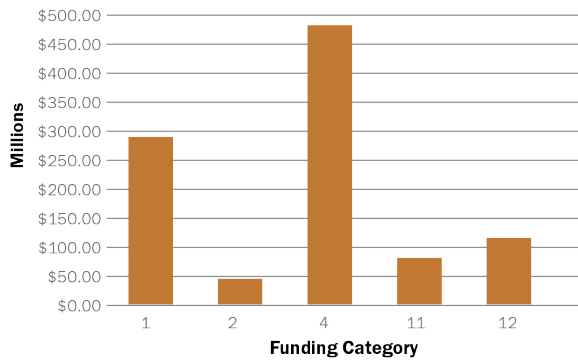
FAST FACTS

Population	250,000
Square Miles	More than 8,000
Daily Vehicle Miles	Over 7 Million
Lane Miles	Nearly 6,500
Registered Vehicles	More than 250,000

How to Stay Involved

- Wichita Falls TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Wichita Falls Metropolitan Planning Organization:** get involved with regional transportation plans
- **Cross Plains Rural Transportation Council:** provide early input for rural transportation planning
- **City of Wichita Falls:** Trail Maps
- Contact the district by [email](#)

Wichita Falls District: 2020 Planning Targets by Category



Priorities

Due to the 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. The I-35 highway expansion in Cooke County is currently the most significant project, and district staff meet regularly with the Oklahoma Department of Transportation and the Dallas District to coordinate planning. Within the UTP, these connectivity projects are generally funded through Category 4.

Like other rural districts, Wichita Falls has ongoing maintenance needs and regularly receives Category 1 funding to address those needs. About one-third of these funds are dedicated toward seal coat and rehabilitation programs. In addition to extending the life of the current network, these projects also make district roads safer. The district often widens lanes of older FM roads and improves the shoulders. These small-scale improvements greatly increase the safety of the district’s roads.

The district is host to steady traffic from the energy industry due to drilling in North Texas’ Barnett Shale. Active oil and gas wells dot the eastern portion of the district, especially Montague County. Associated maintenance needs are greater than the district’s typical Category 1 funding, so the district also relies upon energy sector funds through Category 11 to keep these roads safe and well-maintained.

For urban projects, the district partners with the MPO to strategically distribute Category 2 funding. Category 2 funds support important metropolitan projects within Wichita Falls, such as rehabilitation and maintenance of I-44, Kell Freeway, and Southwest Parkway. The MPO was also recently awarded Category 9 funding for three of the four remaining hike and bike trail projects.

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TxDOT FUNDING CATEGORIES

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



Start of Hotter’N Hell Hundred race

KEY DISTRICT PROJECTS & PROGRESS

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

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



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

Wichita Falls District | Multiple-County Projects

Multi-Segment Projects

IH 35		CSJ (Project ID): 0195-01-116		Programmed Construction Funding	
Project:		IH 35 - Denton County Connection		Category	Amount
Limits From:	DENTON COUNTY LINE	Est. Let Date:	FY 2024-2029 (Develop)	12 STRATEGIC PRIORITY	\$58,316,477
Limits To:	NORTH OF FM 3002	UTP Action:	New Authorization	Total	\$58,316,477
Description:	WIDEN 4 TO 6 LANE RURAL FREEWAY - COOKE COUNTY	Est Const. Cost:	\$58,316,477		
		Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0249-01-047		Programmed Construction Funding	
Project:		US 281 - Widen Non-Freeway		Category	Amount
Limits From:	NEAR RATHGEBER RD	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$450,000
Limits To:	WICHITA COUNTY LINE	UTP Action:	No Funding Change	Total	\$450,000
Description:	WIDEN PAVEMENT AND OVERLAY - WICHITA COUNTY	Est Const. Cost:	\$450,000		
		Toll:	No		
		Ranking Tier:	1		

US 281		CSJ (Project ID): 0249-02-024		Programmed Construction Funding	
Project:		US 281 - Widen Non-Freeway		Category	Amount
Limits From:	WICHITA COUNTY LINE	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$2,000,000
Limits To:	FM 1954	UTP Action:	No Funding Change	Total	\$2,000,000
Description:	WIDEN PAVEMENT & OVERLAY - ARCHER COUNTY	Est Const. Cost:	\$2,000,000		
		Toll:	No		
		Ranking Tier:	1		

Wichita Falls District | Archer County

Multi-Segment Projects

FM 1954		CSJ (Project ID): 1837-01-013		Programmed Construction Funding	
Project:		FM 1954 - Realignment		Category	Amount
Limits From:	TO WEST OF SH 79	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$500,000
Limits To:	SH 79	UTP Action:	No Funding Change	Total	\$500,000
Description:	REALIGN INTERSECTION	Est Const. Cost:	\$500,000		
		Toll:	No		
		Ranking Tier:	3		

FM 1954		CSJ (Project ID): 1837-02-015		Programmed Construction Funding	
Project:		FM 1954 - Realignment		Category	Amount
Limits From:	SH 79	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$1,000,000
Limits To:	NEAR PARKER ROAD	UTP Action:	No Funding Change	Total	\$1,000,000
Description:	REALIGN INTERSECTION	Est Const. Cost:	\$1,000,000		
		Toll:	No		
		Ranking Tier:	3		

Wichita Falls District | Baylor County

Individual Projects

US 82		CSJ (Project ID): 0133-04-042		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$11,000,000
Limits From:	KNOX COUNTY LINE	UTP Action:	New Authorization	Total	\$11,000,000
Limits To:	BU 183B	Est Const. Cost:	\$11,000,000		
Description:	UPGRADE TO SUPER 2	Toll:	No		
		Ranking Tier:	1		

Wichita Falls District | Cooke County

Individual Projects

IH 35		CSJ (Project ID): 0194-02-092		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Widen Freeway - Gainesville North	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$175,000,000
Limits From:	0.2 MILES SOUTH OF US 82	UTP Action:	No Funding Change	Total	\$175,000,000
Limits To:	RED RIVER BRIDGE	Est Const. Cost:	\$175,000,000		
Description:	WIDEN TO 6 LANE FREEWAY FACILITY	Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0195-01-111		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Widen Freeway - Valley View	Est. Let Date:	FY 2024-2029 (Develop)	4 REGIONAL CONNECTIVITY	\$89,000,000
Limits From:	0.7 MILES NORTH OF FM 3002	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$46,800,000
Limits To:	1.4 MILES SOUTH OF SPRING CREEK	Est Const. Cost:	\$135,800,001	Total	\$135,800,000
Description:	WIDEN TO 6 LANE FREEWAY FACILITY	Toll:	No		
		Ranking Tier:	1		

IH 35		CSJ (Project ID): 0195-01-119		Programmed Construction Funding	
				Category	Amount
Project:	IH 35 - Widen Freeway - Gainesville South	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$120,500,000
Limits From:	1.4 MI SOUTH OF SPRING CREEK ROAD	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$63,200,000
Limits To:	0.2 MI SOUTH OF US 82	Est Const. Cost:	\$183,700,000	Total	\$183,700,000
Description:	WIDEN TO 6 LANE FREEWAY FACILITY	Toll:	No		
		Ranking Tier:	1		

Wichita Falls District | Montague County

Multi-Segment Projects

US 82		CSJ (Project ID): 0044-04-047		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$12,915,088
Limits From:	SH 175 / MONTAGUE STREET	UTP Action:	Funding Adjustment	Total	\$12,915,088
Limits To:	NEAR FM 1816	Est Const. Cost:	\$12,915,088		
Description:	UPGRADE TO 4 LANE DIVIDED FACILITY	Toll:	No		
		Ranking Tier:	1		
				<i>CAT 4 increased \$2.8M</i>	

US 82		CSJ (Project ID): 0044-04-049		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$13,213,448
Limits From:	0.5 MI EAST OF US 81	UTP Action:	Funding Adjustment	Total	\$13,213,448
Limits To:	NEAR FM 1816	Est Const. Cost:	\$13,213,448	<i>CAT 4 increased \$3.4M</i>	
Description:	UPGRADE TO 4 LANE DIVIDED FACILITY	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 82		CSJ (Project ID): 0044-04-048		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$13,800,000
Limits From:	CLAY C/L	UTP Action:	New Authorization	Total	\$13,800,000
Limits To:	APPROX 0.5 MI. E OF US 81 (RINGGOLD)	Est Const. Cost:	\$13,800,000		
Description:	UPGRADE TO 4 LANE DIVIDED FACILITY	Toll:	No		
		Ranking Tier:	1		

Wichita Falls District | Wichita County

Individual Projects

US 82		CSJ (Project ID): 0156-04-115		Programmed Construction Funding	
				Category	Amount
Project:	US 82 - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$3,000,000
Limits From:	PARKER RANCH ROAD	UTP Action:	No Funding Change	Total	\$3,000,000
Limits To:	CLYDE MORGAN ROAD	Est Const. Cost:	\$3,000,000		
Description:	PROVIDE TURN LANES AT INTERSECTIONS	Toll:	No		
		Ranking Tier:	2		

SL 11		CSJ (Project ID): 0043-14-026		Programmed Construction Funding	
				Category	Amount
Project:	SL 11 - Pavement Resurfacing	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$600,000
Limits From:	US 287	UTP Action:	No Funding Change	Total	\$600,000
Limits To:	FM 367	Est Const. Cost:	\$600,000		
Description:	MILL AND OVERLAY	Toll:	No		
		Ranking Tier:	3		

SL 473		CSJ (Project ID): 0249-11-012		Programmed Construction Funding	
				Category	Amount
Project:	SL 473 - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	2 URBAN CORRIDOR	\$1,500,000
Limits From:	HATTON ROAD	UTP Action:	No Funding Change	Total	\$1,500,000
Limits To:	FM 369	Est Const. Cost:	\$1,500,000		
Description:	PLACE CURB AND GUTTER TO FACILITATE DRAINAGE	Toll:	No		
		Ranking Tier:	3		

BU 287J		CSJ (Project ID): 0043-17-031		Programmed Construction Funding	
				Category	Amount
Project:	BU 287J - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	4 URBAN CONNECTIVITY	\$6,500,000
Limits From:	FM 1814	UTP Action:	No Funding Change	Total	\$6,500,000
Limits To:	SL 11	Est Const. Cost:	\$6,500,000		
Description:	WIDEN ROADWAY	Toll:	No		
		Ranking Tier:	3		

FM 369		CSJ (Project ID): 0802-02-054		Programmed Construction Funding	
				Category	Amount
Project:	FM 369 - Safety Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2	URBAN CORRIDOR
Limits From:	NEAR RHEA RD	UTP Action:	No Funding Change	Total	
Limits To:	NEAR KEMP ST	Est Const. Cost:	\$7,000,001	\$7,000,000	
Description:	ENCLOSE DRAINAGE DITCH	Toll:	No		
		Ranking Tier:	2		

FM 369		CSJ (Project ID): 0802-02-069		Programmed Construction Funding	
				Category	Amount
Project:	FM 369 - Intersection Improvements	Est. Let Date:	FY 2020-2023 (Construct)	2	URBAN CORRIDOR
Limits From:	NEAR US 82/277	UTP Action:	No Funding Change	Total	
Limits To:	LP 473/ SH 79	Est Const. Cost:	\$1,800,000	\$1,800,000	
Description:	INTERSECTION IMPROVEMENTS	Toll:	No		
		Ranking Tier:	2		

FM 369		CSJ (Project ID): 0802-02-070		Programmed Construction Funding	
				Category	Amount
Project:	FM 369 - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	2	URBAN CORRIDOR
Limits From:	SL 473	UTP Action:	No Funding Change	Total	
Limits To:	KEMP BLVD	Est Const. Cost:	\$3,100,000	\$3,100,000	
Description:	MILL AT GUTTERS, UNDERSEAL AND 2" SMA	Toll:	No		
		Ranking Tier:	3		

Wichita Falls District | Young County

Individual Projects

SH 114		CSJ (Project ID): 0444-01-044		Programmed Construction Funding	
				Category	Amount
Project:	SH 114 - Add Passing Lanes (Super 2)	Est. Let Date:	FY 2020-2023 (Construct)	4	REGIONAL CONNECTIVITY
Limits From:	NEAR EAST LIMITS OF OLNEY	UTP Action:	New Authorization	Total	
Limits To:	FM 1769	Est Const. Cost:	\$8,500,000	\$8,500,000	
Description:	UPGRADE TO SUPER-2	Toll:	No		
		Ranking Tier:	1		

Yoakum District

2020 Unified Transportation Program (UTP)

The Yoakum District extends more than 100 miles inland from the Gulf of Mexico coastline and is located directly between four of the state's largest cities: Austin, Corpus Christi, Houston, and San Antonio. Connectivity between these urban areas is a major emphasis for the primarily rural district, but it also focuses on the local transportation needs of its residents.



Did You Know?

- The historic Wharton Truss Bridge over the Colorado River, constructed in 1930 and featuring a unique type of design, is currently being rehabilitated.
- Upgrading US 59 to interstate highway standards through the district is being studied as part of a nationwide effort to build I-69 from Mexico to Canada.

★ DISTRICT HIGHLIGHTS

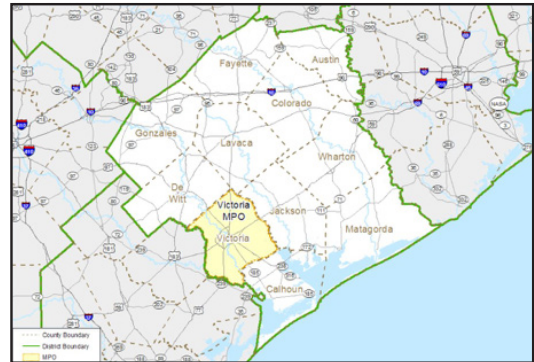
FM 457 connects the barrier islands near the community of Sargent to the mainland across the Gulf Intracoastal Waterway with one of the last remaining swing bridges in Texas. Due to the structure's age, growing maintenance costs, and difficulties opening and closing the bridge during floods and hurricane evacuations, TxDOT is proposing a new bridge at this location. This bridge would provide a fixed connection, eliminating the need for the bridge to be opened and closed.

Due to the limited space for ramps on either end of the bridge, district staff designed the only corkscrew bridge in the state. This bridge features ramps resembling corkscrews on each side of the waterway, allowing cars and trucks to reach the crossing in a space-saving design. The bridge will provide a better connection for residents, visitors, emergency services, and water traffic. Lighting is built into the guardrail so that turtle habitats are not disturbed below.

The FM 457 bridge has involved extensive and innovative public outreach, including the district's first use of visual animation in a public meeting to present the design and demonstrate how the bridge would function.

Planning and Programming

Planning for connectivity between the metropolitan areas that surround the rural district is a focus for existing roadways like I-10 and future corridors such as I-69. At the local level, district staff meet regularly with city and county officials and the public to determine transportation needs and solutions. In addition, regular coordination with the Victoria Metropolitan Planning Organization helps projects meet common goals to solve local and regional needs.



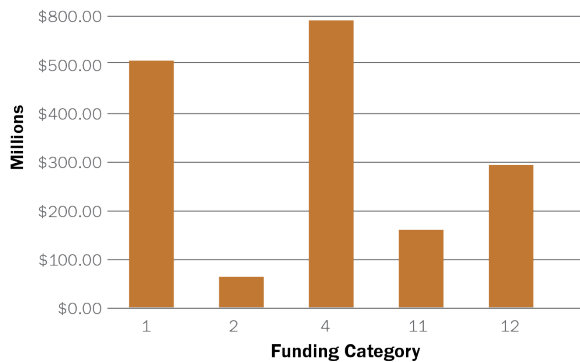
FAST FACTS

Population	More than 345,700
Square Miles	More than 9,900
Daily Vehicle Miles	14.4 Million
Lane Miles	Nearly 8,200
Registered Vehicles	409,100

How to Stay Involved

- Yoakum TxDOT District [page](#)
- District Projects and Studies [page](#)
- TxDOT Hearings and Meetings [schedule](#)
- **Victoria Metropolitan Planning Organization:** learn more about the regional transportation planning agency
- **Interstate 69 – Driven by Texans:** find out about this ongoing study
- Contact district by [email](#)

Yoakum District: 2020 Planning Targets by Category



Priorities

As a rural district, Yoakum’s largest source of funding is typically Category 1, used for the maintenance and rehabilitation of the existing transportation network. In selecting projects for this category, the district uses a data-driven approach and relies on feedback from local maintenance supervisors. Factors that impact project prioritization include the pavement condition scores, pavement age, and amount of traffic. Combined with the local knowledge provided by district maintenance supervisors, staff can effectively prioritize the Category 1 projects in the district.

More than 2,800 bridges are located in the district due to its location near the coast, with several major rivers and bays. Category 6 is typically a regular source of funds, supporting efforts to maintain, rehabilitate, or replace these bridges as needed.

Due to the district’s central location between the urban areas of South Texas, it also depends on statewide connectivity funding from Category 4. Additionally, Category 12 has been awarded to the district for connectivity projects in recent years. This includes the I 10 corridor, connecting San Antonio and Austin to Houston through the district. The district is using connectivity funds to widen I-10 to six lanes from Columbus, where Austin and San Antonio traffic combine, heading east to Houston.

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. District staff led a workshop to identify energy sector needs, which identified the roads most in need of additional maintenance and pavement strengthening. Individual projects include the US 87 corridor through the Eagle Shale area, where two Super-2 projects are being constructed to provide regular passing lanes to enhance safety.

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TxDOT FUNDING CATEGORIES

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



US 59 public meeting, City of El Campo Civic Center

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

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

Short Term (Four or fewer years)

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



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

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403 HUCK STREET, YOAKUM, TX, 77995

(361) 293-4300

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

Yoakum District | Austin County

Individual Projects

IH 10		CSJ (Project ID): 0271-02-049		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Sealy West	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$97,900,000
Limits From:	COLORADO C/L	UTP Action:	No Funding Change	12 STRATEGIC PRIORITY	\$56,900,000
Limits To:	FM 3538	Est Const. Cost:	\$154,800,000	Total	\$154,800,000
Description:	ADD LANES FOR 6-LANE FACILITY	Toll:	No		
		Ranking Tier:	1		

Yoakum District | Colorado County

Multi-Segment Projects

IH 10		CSJ (Project ID): 0271-01-066		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Columbus East	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$180,000,000
Limits From:	COLORADO RIVER BRIDGE	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$130,000,000
Limits To:	FM 2761	Est Const. Cost:	\$310,000,000	Total	\$310,000,000
Description:	ADD LANES FOR 6-LANE FACILITY	Toll:	No	<i>CAT 12 add \$130M</i>	
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 0271-01-080		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Columbus East	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$20,000,000
Limits From:	FM 2761	UTP Action:	Funding Adjustment	12 STRATEGIC PRIORITY	\$10,000,000
Limits To:	AUSTIN C/L	Est Const. Cost:	\$30,000,000	Total	\$30,000,000
Description:	ADD LANES FOR 6-LANE FACILITY	Toll:	No	<i>CAT 12 add \$10M</i>	
		Ranking Tier:	1		

IH 10		CSJ (Project ID): 0535-08-072		Programmed Construction Funding	
				Category	Amount
Project:	IH 10 - Widen Freeway - Columbus East	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$92,000,000
Limits From:	SH 71	UTP Action:	No Funding Change	Total	\$92,000,000
Limits To:	COLORADO RIVER BRIDGE	Est Const. Cost:	\$92,000,000		
Description:	ADD LANES FOR 6-LANE FACILITY	Toll:	No		
		Ranking Tier:	1		

Individual Projects

SH 71		CSJ (Project ID): 0266-02-068		Programmed Construction Funding	
				Category	Amount
Project:	SH 71 - Frontage Road Improvements	Est. Let Date:	FY 2020-2023 (Construct)	4 REGIONAL CONNECTIVITY	\$15,000,000
Limits From:	US 90	UTP Action:	New Authorization	Total	\$15,000,000
Limits To:	IH-10 (WEST BOUND FRONTAGE ROAD)	Est Const. Cost:	\$15,000,000		
Description:	CONVERT 2-WAY FRONTAGE ROADS TO 1-WAY FRONTAGE ROADS	Toll:	No		
		Ranking Tier:	2		

Yoakum District | Fayette County

Individual Projects

US 77		CSJ (Project ID): 0211-06-059		Programmed Construction Funding	
Project:	US 77 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	LEE C/L	UTP Action:	New Authorization	4 REGIONAL CONNECTIVITY	\$40,000,000
Limits To:	SH 71	Est Const. Cost:	\$40,000,000	Total	\$40,000,000
Description:	ADD 2 LANES FOR A 4 LANE DIVIDED ROADWAY	Toll:	No		
		Ranking Tier:	1		

Yoakum District | Victoria County

Multi-Segment Projects

US 59		CSJ (Project ID): 0088-05-096		Programmed Construction Funding	
Project:	US 59/US 77 - Widen Non-Freeway - Victoria	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	BU 59-T	UTP Action:	No Funding Change	2 URBAN CORRIDOR	\$10,000,000
Limits To:	FM 446	Est Const. Cost:	\$10,000,000	Total	\$10,000,000
Description:	ADD 2 LANES FOR A 4-LANE DIVIDED HIGHWAY (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 77		CSJ (Project ID): 2350-01-056		Programmed Construction Funding	
Project:	US 59/US 77 - Widen Non-Freeway - Victoria	Est. Let Date:	FY 2024-2029 (Develop)	Category	Amount
Limits From:	FM 236	UTP Action:	New Authorization	4 URBAN CONNECTIVITY	\$25,000,000
Limits To:	BU 59-T	Est Const. Cost:	\$25,000,000	Total	\$25,000,000
Description:	ADD 2 LANES FOR A 4-LANE DIVIDED HIGHWAY	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 59		CSJ (Project ID): 0088-05-098		Programmed Construction Funding	
Project:	US 59 - Frontage Road Improvements	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	US 87	UTP Action:	Funding Adjustment	2 URBAN CORRIDOR	\$7,000,000
Limits To:	SH 185	Est Const. Cost:	\$7,000,000	Total	\$7,000,000
Description:	CONSTRUCT SOUTHBOUND 2-LANE ONE-WAY FRONTAGE ROAD AND REHAB NORTHBOUND 2-LANE ONE-WAY FRONTAGE ROAD (FUTURE I-69 CORRIDOR)	Toll:	No	<i>CAT 2 increased \$2.5M</i>	
		Ranking Tier:	1		

SL 463		CSJ (Project ID): 2350-01-060		Programmed Construction Funding	
Project:	SL 463 - Widen Non-Freeway	Est. Let Date:	FY 2020-2023 (Construct)	Category	Amount
Limits From:	BU 59	UTP Action:	Funding Adjustment	2 URBAN CORRIDOR	\$9,000,000
Limits To:	LONE TREE ROAD	Est Const. Cost:	\$9,000,000	Total	\$9,000,000
Description:	ADD 2 LANES FOR 4-LANE UNDIVIDED	Toll:	No	<i>CAT 2 increased \$5M</i>	
		Ranking Tier:	1		

BU 77S		CSJ (Project ID): 0370-05-052		Programmed Construction Funding	
				Category	Amount
Project:	BU 77S - Pavement Rehabilitation	Est. Let Date:	FY 2020-2023 (Construct)	2	URBAN CORRIDOR \$5,500,000
Limits From:	LP 463	UTP Action:	No Funding Change	10	CURB RAMP PROGRAM \$2,500,000
Limits To:	AIRLINE ROAD	Est Const. Cost:	\$8,000,000	Total	\$8,000,000
Description:	CONSTRUCT CENTER MEDIAN, ACP OVERLAY, INSTALL LIGHTING & PEDESTRIAN ELEMENTS	Toll:	No		
		Ranking Tier:	3		

FM 236		CSJ (Project ID): 0842-03-037		Programmed Construction Funding	
				Category	Amount
Project:	FM 236 - Widen Non-Freeway	Est. Let Date:	FY 2024-2029 (Develop)	2	URBAN CORRIDOR \$30,000,000
Limits From:	FM 237	UTP Action:	Funding Adjustment	Total	\$30,000,000
Limits To:	US 77	Est Const. Cost:	\$30,000,000	<i>CAT 2 increased \$10.8M</i>	
Description:	ADD 3 LANES FOR A 4 LANE UNDIVIDED WITH CONTINUOUS LEFT TURN LANE	Toll:	No		
		Ranking Tier:	2		

Yoakum District | Wharton County

Multi-Segment Projects

US 59		CSJ (Project ID): 0089-07-154		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Wharton	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$80,000,000
Limits From:	0.26 MI. NORTH OF FM 102	UTP Action:	New Authorization	Total	\$80,000,000
Limits To:	2.0 MI. S OF FM 102(PUMP STATION RD)	Est Const. Cost:	\$80,000,000		
Description:	UPGRADE TO RURAL FREEWAY (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0089-08-100		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Wharton	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$88,000,000
Limits From:	SH 60	UTP Action:	New Authorization	Total	\$88,000,000
Limits To:	0.26 MI. N. OF FM 102	Est Const. Cost:	\$88,000,000		
Description:	UPGRADE TO RURAL FREEWAY (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

Individual Projects

US 59		CSJ (Project ID): 0089-07-152		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Wharton	Est. Let Date:	FY 2024-2029 (Develop)	4	REGIONAL CONNECTIVITY \$57,000,000
Limits From:	2.0 MI S OF FM 102(PUMP STATION RD)	UTP Action:	New Authorization	Total	\$57,000,000
Limits To:	FM 961	Est Const. Cost:	\$57,000,000		
Description:	UPGRADE TO RURAL FREEWAY (FUTURE I-69 CORRIDOR)	Toll:	No		
		Ranking Tier:	1		

US 59		CSJ (Project ID): 0089-08-098		Programmed Construction Funding	
				Category	Amount
Project:	US 59 - Upgrade to Freeway - Wharton	Est. Let Date:	FY 2020-2023 (Construct)	2	METRO CORRIDOR \$31,000,000
Limits From:	FORT BEND C/L	UTP Action:	No Funding Change	12	STRATEGIC PRIORITY \$100,000,000
Limits To:	SH 60	Est Const. Cost:	\$208,000,000	4	REGIONAL CONNECTIVITY \$77,000,000
Description:	UPGRADE TO RURAL FREEWAY (FUTURE I-69 CORRIDOR)	Toll:	No	Total \$208,000,000	
		Ranking Tier:	1		





PUBLIC TRANSPORTATION PROGRAM

In FY 2018, the Public Transportation Division managed grant projects that supported more than 28.6 million one-way passenger trips in Texas, across 123 agencies. These grants included projects such as capital investments in bus replacement, facility construction, and programs to assist the transportation needs of seniors, people with disabilities, and those with lower incomes.

There are six large urban, 25 small urban, and 36 rural transportation systems in the state. Additionally, there are more than 57 operators in Texas providing transportation services to seniors and individuals with disabilities.

MISSION

OF THE PUBLIC TRANSPORTATION PROGRAM

Useful and effective public transportation is a critical need in many Texans' lives and is core to improving mobility throughout the state. The TxDOT **Public Transportation Division** [ℹ](#) (PTN) supports the strategic plan by allocating funding for programming consistent with TxDOT goals. The division 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 also administers the Section 5329 State Safety Oversight (SSO) program to assist in the safe operation of light rail and trolley systems. In addition, PTN houses TxDOT's statewide bicycle and pedestrian program, administering federal highway funds for bicycling and walking infrastructure.

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.

Transit operators also participate in a variety of contracts and special arrangements with state and local governmental entities to provide for human services and employment-related transportation.

In contrast to its highway operations, TxDOT does not own capital equipment or facilities for use in transit service, nor does it provide actual services to transit passengers. TxDOT does not develop capital projects funded through transit grant funds, but instead manages

Our mission

Work with others to provide a network of safe, reliable mobility options for people who use alternatives to driving alone.

grant projects that support operating and capital projects implemented by rural and urban transit districts and other eligible entities.

The transit program provides the funding authority for public transportation projects through the distribution of federal apportioned dollars and state funds.

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 development of these methodologies are guided by the department's goals. Most of the grant funds are awarded to eligible public transportation providers using a combination of population, land area, and relative share of established performance measures. Grant funds dedicated to capital costs are awarded by relative share of need, based on capital asset condition, or through a statewide competitive process that considers need, project development, and demonstrated local support.

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



PROGRAMS AND FUNDING

The Unified Transportation Program (UTP) lists the transit programs for which the Texas Transportation Commission has some responsibility in awarding federal and/or state grant funds.

State Funding

Biennially, the Texas Legislature appropriates state funds, which are also disbursed on a reimbursement basis. For FY 2020-21, this amount is expected to be \$70.3 million. Public transportation providers may use their state funds to meet the match requirements of federal grants or for any other public transportation purpose that is allowable under federal or state law. These funds are awarded to rural and urban transit districts, as well as other eligible entities, by utilizing a formula.



TxDOT expects to allocate \$70.3 million in state funds in FY 2020-21 to public transportation across the state.

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.



Federal Funding

Federal transit funding is based on an appropriations process. Annually, the U.S. Department of Transportation’s Federal Transit Administration (FTA) apportions (divides up) the annual appropriation from Congress to fund a variety of transit-related activities. The apportioned grants require matching funds at varying levels, depending on the type of expenditure. All grants are awarded on a reimbursement basis; 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 of the state’s urbanized areas. MPO planning funds are distributed by formula, and TxDOT provides the required local match in the form of transportation development credits. These funds are administered by TPP.

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 (50,000 population and higher). UTP listings are limited to areas where TxDOT has a role in authorizing the level of federal support or awarding state funds. There are 31 Urban Transit Districts that receive state funds. Federal awards are based on population and population density.

Section 5310 Seniors and Individuals with Disabilities Program

FTA makes capital grants available to Texas to help provide services specifically designed to meet the needs of seniors and individuals with disabilities. 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 to local agencies.

TxDOT’s goal in administering the Section 5310 program is to promote the availability of cost-effective, efficient, and coordinated passenger transportation services. These services are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable, using the most efficient combination of financial and other resources.

Local planning processes, developed in accordance with federal transportation law and TAC procedures, assist the state in determining how the receiving agencies are to use the money. Beginning with fiscal year 2015 and again in 2018, TxDOT implemented new provisions in the TAC to help streamline the selection process

Section 5311 Non-urbanized

Thirty-six rural transit agencies offer public transportation services in 246 of Texas' 254 counties. Most of the rural transit agencies serve multi-county areas, and service areas range in size from 1.8 to more than 44,000 square miles. Most rural transit agencies operate on a dial-a-ride basis, and anyone may call for a ride. There are no restrictions related to age, income, or mobility status.

TxDOT's goal in administering the Section 5311 program is to promote the availability of cost-effective, efficient, and coordinated passenger transportation services to the general public in rural areas using the most efficient combination of financial and other resources. The Texas Transportation Commission follows a formula described in the Texas Administrative Code to award federal and state funds to rural transit agencies. The formula includes measures for population, land area, and performance.

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. Eligible project types are facilities, vehicle capital, planning, marketing, and operating assistance. Public transportation providers, local government agencies, and for-profit intercity bus carriers are eligible to participate in this program.

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. Scholarships are available for transit agency personnel to attend training programs.

Section 5339 Bus and Bus Facilities

Section 5339 is a formula program for eligible capital projects created by the 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 to local agencies. The Texas Administrative Code describes the process for awarding these funds to eligible recipients, based on the reported share of total vehicle miles.

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.

In addition, local MPOs or other federal fund recipients may elect to flex funds locally. In some cases, TxDOT will administer the flexed funds upon request by the recipient.

TRANSPORTATION DEVELOPMENT CREDITS (TDC)

The Public Transportation Program is authorized by the Commission 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 who receive federal funds directly from FTA.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

The 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. Each state department of transportation reviews the guidance provided by FHWA and develops rules to administer their TA Program according to that state's priorities. The TA Program provides construction funding for a variety of alternative transportation projects, including on- and off-system pedestrian and bicycle facilities, infrastructure for non-driver access to public transportation, projects that enhance mobility and accessibility, and Safe Routes to School infrastructure projects. Additionally, PTN will administer remaining Safe Routes to Schools infrastructure funds (authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). These funds will target bicycling and walking infrastructure projects within 2 miles of K-8 schools.

Bicycle and pedestrian infrastructure projects are selected to improve safety, implement active transportation and mobility plans, make local/regional connections to logical destinations, reduce barriers, provide environmental benefits, reduce congestion, and/or create economic development opportunities. TA projects located within communities of 200,000 or less are selected through a competitive process administered by TxDOT; similarly, MPOs select TA projects within transportation management areas (population areas greater than 200,000) through a competitive selection process. Individual projects are not identified in the UTP. The summary table for Category 9 outlines the funding allocations to Texas MPOs and TxDOT.





MARITIME PROGRAM

In 2017, nearly 525 million tons of cargo moved through Texas ports, including nearly 368 million tons of foreign cargo and 157 million tons of domestic cargo. Texas ports handled more foreign cargo than any other state in the nation and ranked second in terms of total waterborne cargo, handling more than 20 percent of waterborne tonnage in the United States.

Texas is home to 11 deep-draft and six shallow-draft commercial ports that handle commodities from around the world and across the nation. In 2017, Texas ports and waterways moved more than 2.1 million containers, served nearly 1.9 million cruise passengers, and enabled commercial fisherman to catch an estimated 12 million pounds of seafood. The TxDOT Maritime Division promotes the development and intermodal connectivity of Texas ports and waterways, including the Gulf Intracoastal Waterway.

MISSION

OF THE MARITIME PROGRAM

The mission of TxDOT's **Maritime Division** [↗](#) is to promote the development of high-value growth in Texas' maritime system.

The Maritime Division works to advance that mission by focusing on three key areas:

- 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
- Supporting and facilitating the activities of the Port Authority Advisory Committee (PAAC)

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

Our mission

*To promote
the development of
high-value growth in
Texas' maritime system.*



PROGRAMS AND FUNDING

Gulf Intracoastal Waterway

The Gulf Intracoastal Waterway (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, or more than 80 million short tons in 2016. The GIWW is a critical component of the supply chains that serve the Texas petrochemical and manufacturing industries, which are used to transport petrochemicals between ports along the coast. More than 92 percent of the cargo on the Texas segment of the waterway is classified as petroleum or chemical products.

To serve the needs of both industrial and recreational users, the GIWW must be dredged regularly to maintain its authorized 12-foot depth and 125-foot width. The U.S. Army Corps of Engineers (USACE) is responsible for dredging the GIWW, but 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. Dredged material disposal areas are selected in coordination with USACE. TxDOT also identifies ways to beneficially use material dredged from the GIWW, such as beach nourishment or marshland restoration.

Maintaining the GIWW helps TxDOT meet several strategic goals:

- Optimize system performance – The GIWW facilitates coastwise freight movement and maintains economic competitiveness for key Texas industries.
- Preserve state assets – Moving commodities on the GIWW keeps them off congested roads and railways, and preserves the life of those landside systems.
- Promote safety – On a ton-mile basis, marine transportation along the GIWW provides a safer alternative to roads.

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

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



PORT CONNECTIVITY

Landside Connectivity

In 2017, the 85th Texas Legislature included Rider 45 in the General Appropriations Act, which authorized the use of up to \$20 million in each year of the 2018-2019 biennium, or \$40 million in total, to provide funding for public roadway projects that improve connectivity to Texas ports. Port connectivity projects typically focus on improving the last-mile connections between Texas ports and the landside freight network. By improving freight flows to and from ports, these projects mitigate congestion, facilitate the movement of freight and international trade, and improve economic competitiveness through strategic infrastructure investments.

The Texas Transportation Commission approved 12 port connectivity projects totaling \$37.7 million dollars. Each project is listed on the next page.

In 2018, the Maritime Division, on behalf of the PAAC, published a *Port Connectivity Report* as part of its larger 2020-2021 Texas Ports Mission Plan. The *Port Connectivity Report* assesses the current state of landside connectivity at 14 public ports in Texas, focusing on roadway connections between port gates and major freight corridors. This report evaluates existing conditions of landside port access, identifies problems and areas of concern, and proposes potential solutions to address those issues. It identified 42 projects with an estimated total cost of \$210 million.

Waterside Connectivity

Any vessel entering or leaving a Texas port relies on well-maintained navigable waterways, or ship channels, to access the port. The Ship

Channel Improvement Report (also part of the 2020-2021 Texas Ports Mission Plan) identifies and summarizes congressionally authorized ship channel improvement projects and feasibility studies across the state. In 2017, the 85th Texas Legislature established the Ship Channel Improvement Revolving Fund (SCIRF) to help finance the modernization of ship channels; however, the fund has yet to be capitalized. In 2018, the Maritime Division submitted a \$450 million exceptional item in the agency's Legislative Appropriations Request (LAR) to capitalize the fund.

Port Authority Advisory Committee

The Port Authority Advisory Committee is a nine-member committee that advises TxDOT and the Transportation Commission on matters related to maritime transportation. Their responsibilities are laid out in *Chapter 55, Transportation Code* and include the development of the biennial Texas Port Mission Plan and the Port Capital Program. The Maritime Division supports and facilitates the committee's work.

The *2020-2021 Texas Port Mission Plan* comprises four distinct reports, including an *Investment Strategy*, the *Port Connectivity Report*, the *Ship Channel Improvement Report* and the *2020-2021 Port Capital Program*, which is a prioritized list of projects that includes port facilities, waterways, and inland connections. The PAAC voted to recommend, and the Maritime Division submitted, a \$125 million exceptional item in the agency's LAR to fund projects included in this program. If funded, these projects will support improved logistics, increased capacity, and enhanced safety to keep Texas ports competitive.

TABLE 3
Rider 45 Projects Letting in Fiscal Year 2018

Port	Project Description	State Participation	Local Match	Total Cost
Beaumont	Construct bridge on Carroll Street to eliminate an at-grade rail crossing	\$5,087,464	\$1,695,488	\$6,783,952
Port Arthur Project 1	Improve Houston Street port entrance and 4th Street rail crossing	\$834,554	\$357,666	\$1,192,200
Port Arthur Project 2	Improve Lakeshore Road port entrance to develop turnaround for freight and passenger vehicles	\$810,450	\$347,336	\$1,157,785
Palacios	Construct an extension of Richman Road to connect to State Highway 35	\$1,283,355	\$67,545	\$1,350,900
Harlingen	Strengthen Port Road and Cemetery Road, expand the intersection of FM 106 and Port Road, install queuing areas for idling trucks along the shoulders of FM 106, Cemetery Road, and Port Road	\$7,847,611	\$413,032	\$8,260,643
Victoria	Widen McCoy Road and rehabilitate and widen Bayer Road	\$1,870,212	\$623,404	\$2,493,615
Calhoun	Rehabilitate FM 1593 from 2.5 miles from Calhoun Port Authority to SH 35 and add queuing lanes. FM 1593 provides direct access to Calhoun Port Authority.	\$ 3,870,875	\$ 300,000	\$ 4,170,875
Total		\$21,604,520	\$3,804,471	\$25,409,970

TABLE 4
Rider 45 Projects Letting in Fiscal Year 2019

Port	Project Description	State Participation	Local Match	Total Cost
Houston	Expand Port Road from four to six lanes	\$9,675,000	\$3,225,000	\$12,900,000
Corpus Christi	Improve intersections along Joe Fulton International Trade Corridor	\$2,233,458	\$558,365	\$2,791,823
Corpus Christi Project 2	Construct a dedicated truck queuing lane on Joe Fulton International Trade Corridor	\$1,931,108	\$482,776	\$2,413,884
Palacios Project 2	Rehabilitate East and West Holsworth Road, Treacy Road, Friery Drive, 11th Street and Shipyard Road	\$756,700	\$48,300	\$805,000
Total		\$14,596,266	\$4,314,441	\$18,910,707





AVIATION PROGRAM

TxDOT has invested more than \$1.35 billion in federal and state funds over the past 25 years to improve and maintain the state's system of airports.

TxDOT's responsibilities include providing engineering, technical, and financial assistance to Texas communities for planning, constructing, and maintaining airports. The 25 commercial service airports in Texas enplaned 79.9 million passengers in 2016, and more than 9.3 billion pounds of cargo landed at Texas airports that same year.



In addition to access benefits, general aviation as an industry has an annual economic impact exceeding \$14.5 billion in Texas. Since 2010, the industry has generated approximately 56,600 jobs annually in Texas, making general aviation a strong economic contributor.

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 have realized 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 an annual economic impact exceeding \$14.5 billion in Texas. Since 2010, the industry has generated approximately 56,600 jobs annually in Texas, making general aviation a strong economic contributor.

The TxDOT Aviation Capital Improvement Program (CIP) is a plan for general aviation airport development in Texas. 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.

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 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, are:

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

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. The TxDOT Aviation Division has the programming responsibility for reliever airports.

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

PROJECT DEVELOPMENT PROCEDURES

Background

By law, TxDOT is the agent of the state and sponsor for applying, receiving, and disbursing federal funds for the benefit of general aviation airports. The legislation allows state funding assistance on federally funded projects. The state may also fund projects not eligible for federal funding at publicly owned facilities. In addition, the state was selected in 1993 to participate in the State Block Grant Pilot Program, which is a federal program that gives 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.

TxDOT identifies aviation facility requirements, airport locations, and timing for development of non-reliever general aviation airports. Under the State Block Grant Program, the department refines the projects and determines funding eligibility. **Table 10** shows the procedures used for project development.

TABLE 5

Project Development Process for Airports

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



FUNDING

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

- Approximately \$20 million annual federal Airport Improvement Program funding, plus \$25 million in non-primary entitlement funds
- Approximately \$10 million average annual federal discretionary funding
- Approximately \$15 million annual (state) Texas Aviation Facilities Development Program funding

Because of year-to-year funding uncertainties, the TxDOT Aviation Division programs slightly more dollars during each fiscal year than can be funded. During project development, technical analysis may lead to significant changes in project scope, cost, timing, and funding source. Some projects may require additional time for development before implementation, causing them to be postponed. By allowing a small amount of leeway for flexibility, the Aviation Division is able to replace postponed projects with well-developed projects to best use available funding.

Inclusion of a project in the CIP is not a commitment for future funding. However, projects in the CIP are under strong consideration for funding. The Aviation Division will work with the sponsor to develop an acceptable project, assuming the project is consistent with planning and programming standards and priorities. From the Aviation CIP, an annual program of projects is identified. The annual program includes the projects programmed from the first year of the CIP. These projects will be submitted to the Texas Transportation Commission for funding in the upcoming fiscal year. Generally, projects will progress forward through the CIP until actual implementation.

PLANNING

Planning provides a framework within which prudent aviation investment decisions can be made. System-level planning activities are the basis for the Aviation CIP.

Texas Airport System Plan (TASP)

TxDOT, in cooperation with local airport sponsors and the FAA, has developed a statewide airport system plan, the TASP. The TASP includes airports in the FAA National Plan of Integrated Airport Systems (NPIAS), plus other airports deemed necessary for the system. The goal of the plan is to develop a statewide system of airports that provide air access to the population and economic centers in Texas.

All projects contained in the CIP are first identified in the state plan. TxDOT regularly updates its listing of specific airport needs through planning meetings held with airport sponsors across the state. A development worksheet is maintained for each airport in the state system. These worksheets identify anticipated short-, intermediate-, and long-term improvements. Airport sponsors may request changes to the development worksheets at any time.

During the process of updating the TASP, important aviation-related information is collected, including operations levels and facility conditions. This information is also used to develop the CIP, as is the level of sponsor responsibility regarding airport maintenance and grant compliance.

The state system plan does the following:

- Provides data and justification to FAA for including airports in the NPIAS, thereby making them eligible for federal financial assistance
- Provides a basis for coordinated airport planning and development throughout Texas, reflecting the overall airport system goals
- Indicates the role that aviation should play as an element of the Texas transportation system in connecting population and economic centers
- Identifies the general locations, types, and sizes of airport facilities to enhance air transportation access in Texas communities

The TASP development process results in the collection of important aviation-related information, including:

- An inventory of existing airport facilities, services, and traffic volumes
- Analysis of the existing capacity of airports and forecasted activity levels
- An airport classification system with appropriate facility standards
- A general estimate of needed improvements and their costs at each airport
- Alternatives for implementation of airport improvements
- Recommended state legislation and funding for airport improvements

The current TASP includes two heliports, 292 existing airports, and two proposed airports. Improvements at each airport are identified in three time frames, based on expected aviation activity:

- Short-term: 0–5 years
- Intermediate-term: 6–10 years
- Long-term: 11–24 years

TASP Objectives

The objective of the state airport system is to provide adequate access to the population and economic centers of Texas. Adequate access is expressed in terms of the driving time between activity centers and appropriate airport facilities, with the following objectives:

- Scheduled air carrier service should be within a 60-minute drive for virtually all Texas residents
- Business jet aircraft access should be within a 30-minute drive of significant population and mineral resource centers
- Light piston-engine aircraft access should be within a 30-minute drive of agricultural centers



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 the TxDOT Aviation Division 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

Identifying and Tracking Needed Improvements

A development worksheet is maintained for each airport in the TASP. The Aviation CIP is assembled from projects listed on these worksheets. Projects must be shown on a development worksheet to be included in the CIP. The worksheets contain the following important data about the facility:

- Airport role and classification
- Planned airport improvements by time frame
- Cost estimates for improvement projects

Airport sponsors may request changes to the development worksheet at any time. The TxDOT Aviation Division reviews these requests for compatibility with the airport's role and classification. Appropriate changes are then made on the worksheet. By maintaining an up-to-date worksheet for each airport, the Aviation Division has current knowledge of the aviation improvements needed for the TASP system at any time.



Programming

The process of developing the aviation improvement program is continuous. Through the CIP and other efforts, the TxDOT Aviation Division resolves investment issues and makes programming decisions. The programming process is conducted on an annual cycle and includes the following elements below:



The three-year CIP provides the basis for the airport investment scheduling activities of the FAA, the TxDOT Aviation Division, 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 CIP.

Aviation Capital Improvement Program

The Aviation CIP identifies specific projects for development over the next three years. Projects in the second and third years of the program are less defined than projects in the first year of the CIP.

Projects are selected from the development worksheets and evaluated based on need. Due to funding limitations, not all items contained in the development worksheets are included in the CIP.

The CIP does not reflect all known airport needs and deficiencies, but primarily identifies those that are needed by sponsors and the TxDOT Aviation Division, and are consistent with the goals of the TASP.

Inclusion of a project in the Aviation CIP is not a commitment for future funding. However, it is an indication to the sponsor that the project is under consideration for funding at a future date. Sponsors will receive a more definite commitment of state funding when a project moves into the first year of the program and is approved by the Texas Transportation Commission. Generally, projects are expected to move forward until entering the first year of the program, unless anticipated funding is not available or estimated project costs increase.

Project Implementation

The role of TxDOT in implementing airport improvement projects is established by state legislation and departmental rules. Contracts for project planning, engineering, and construction may be negotiated and executed by the department as the sponsor's agent. The department may manage many of the project details. In addition to working closely with the department, sponsors may continue to select consultants.

When a project is moved into the Annual Program, it becomes eligible for funding. The program is based on the funding levels authorized by the Texas Legislature and the most likely federal funding levels that can be anticipated. Implementation of the entire program is dependent on actions and funding that occur at the local, state, and federal levels.

Project Assistance

Completing programmed projects depends on airport sponsor actions, funding availability, priorities, and actual project costs. As a participant in the State Block Grant Program, TxDOT takes a major role in the implementation of federal projects. In compliance with state legislation, the department may act as the agent of the sponsor for both state and federal projects, managing many of the project details for the following activities:

- Assisting with consultant selections
- Assisting with the property acquisition process
- Reviewing and approving project designs and specifications
- Advertising for bids
- Awarding construction contracts
- Coordinating activities with FAA as necessary
- Inspecting construction
- Applying for and disbursing funds

Sponsors may select consultants for the design of airport development projects. A TxDOT planner or engineer is assigned to each project for oversight purposes. On-site management of the project is the responsibility of the consultant, who submits required progress reports to the department.

Contractor requests for payment come to TxDOT staff, who determine the validity of each billing and authorize payment from the project account. Project expenses on federally funded projects are paid by the department from a letter of credit established with the FAA. TxDOT is responsible for the project audit.

Financial Assistance

When projects move into the Annual Program, they become eligible for state or federal funding. For most projects, the local contribution for both federal and state grants is 10 percent, although other grant programs may have cost-share provisions that require a larger local contribution. For example, for terminal buildings, the local share is 50 percent, and the maximum state share is \$500,000.

About the Projects

The program is the result of a series of projections, judgments, and choices in both policy and technical areas, including:

- Federal policies, laws, and regulations
- Policies of the department
- Definition of needs and/or priorities
- Assumptions about future state and federal airport improvement funding
- Assessment of current airport deficiencies
- Anticipation of local airport sponsor actions



The projects continually undergo further development and refinement due to:

- Refined project scope
- Refined cost estimates
- Scheduling changes due to unforeseen delays or complications, such as:
 - Changes in the rate of physical deterioration of facilities
 - Land acquisition problems
 - Environmental problems
 - New standards, policies, rules, laws, etc.
 - Requirements of the FAA, the Texas Transportation Commission, or other agencies

For these and other reasons, the projects included in the CIP are subject to change. If funding levels differ from those assumed here, there will be impacts to both the project scope and the implementation schedule. The project scope and implementation year may be revised to best fit the overall system needs and existing funding availability.

Justification may be required for some projects in keeping with the TxDOT Aviation Policies and Standards approved by the Texas Transportation Commission. Some projects may not be implemented due to lack of justification, funding restrictions, or other reasons.

The [Aviation CIP](#) is continually revised and updated. Printed versions of the Annual CIP are available for public distribution, and electronic copies are available via the [TxDOT](#) website.







RAIL PROGRAM

With more than 10,000 track miles, Texas has more miles of rail and more railroad employees than any other state.

In fact, Texas has 30 percent more freight rail miles than the state with the next highest amount, making it an essential hub to the nation's rail network. In 2014, the rail economic impact in Texas included nearly 1.2 million jobs.

MISSION

OF THE RAIL PROGRAM

The mission of the TxDOT [Rail Division](#) (RRD) is to facilitate the continuing development, improvement, and maintenance of a best-in-class freight and passenger rail system for Texas.

The RRD’s responsibilities include coordinating with Class 1 and other railroads in the state on freight issues, oversight of state and federal funds that are appropriated for rail projects, and managing state-owned rail facilities, such as the South Orient Rail Line. The RRD is also responsible for monitoring compliance with the Texas Transportation Code, Section 201.6012: “COORDINATION OF STATEWIDE PASSENGER RAIL SYSTEM.” To facilitate the development and interconnectivity of rail systems in this state, the department shall coordinate activities regarding the planning, construction, operation, and maintenance of a statewide passenger rail system. The department shall coordinate with other entities involved with passenger rail systems, including governmental entities, private entities, and nonprofit corporations.”

The RRD’s roles include freight rail, passenger rail, and high-speed passenger rail. The specific responsibilities of each role are described below.

Freight Rail

- Work with Class 1 and other private-sector railroads on freight issues, and develop projects for possible federal discretionary funding
- Proactively manage the state-owned South Orient Railroad (SORR)
- Assist the TxDOT TPP Division in planning for freight movement in Texas, including rail corridors and projects
- Develop a strategic rail network and connections to the highway system
- Coordinate the interaction of freight from the ports of Texas
- Coordinate with metropolitan planning organizations (MPOs) and rural rail districts to develop new projects for freight rail
- Provide project management services for rail projects throughout the state
- Conduct freight rail and commuter rail safety regulation compliance inspections in conjunction with the Federal Railroad Administration (FRA)
- Manage federal and state Highway-Rail Grade Crossing Safety Program Funds

Passenger Rail

Our mission

Facilitate the continuing development, improvement, and maintenance of a best-in-class freight and passenger rail system for Texas.

- Support existing and planned passenger rail services in the state
- Encourage private-sector investment by defining the benefits of high-speed rail and identifying risk-mitigation strategies for these projects

High-Speed Passenger Rail

- Develop a better understanding of the costs, ridership, and risks of high-speed rail in Texas
- Work with public- and private-sector interests to assist in the federal environmental processes for potential high-speed rail projects
- Implement state policies

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



Programs and Funding

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

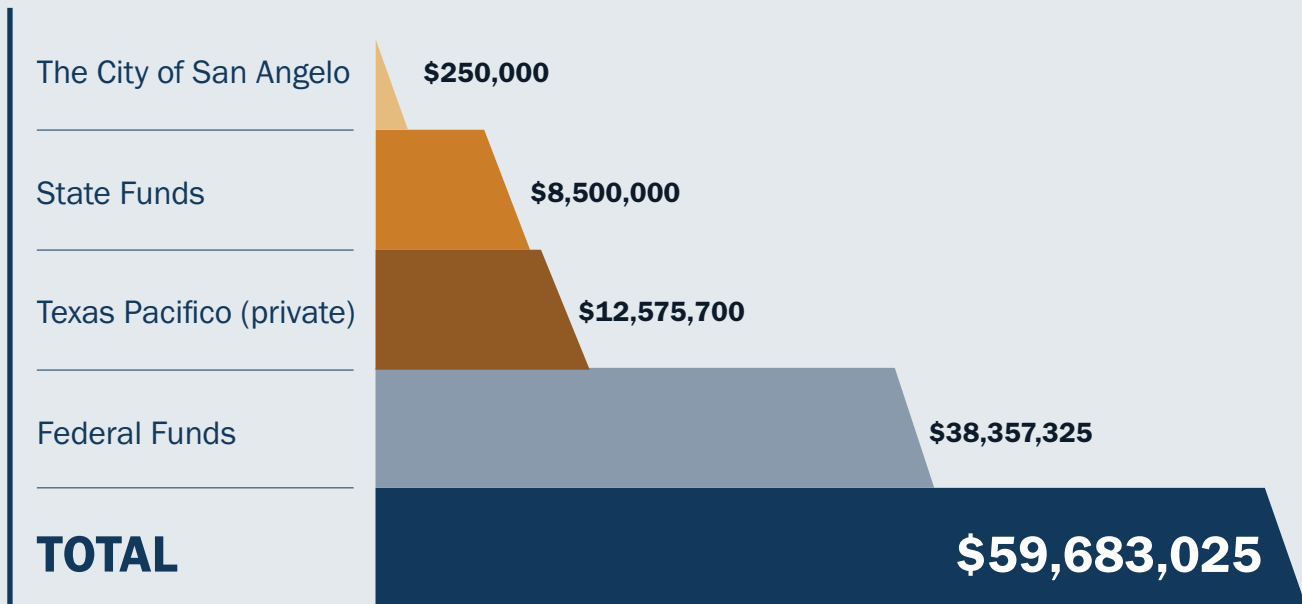
Funding sources to support both freight and passenger rail projects in Texas are limited mainly to federal sources for the near term. Most of the existing rail system is privately owned, so the state is restricted in its role to improve rail transportation options. However, there is increasing interest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

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.

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, such as Tower 55 in Fort Worth. RRD has also had some success in rehabilitating state-owned rail facilities, such as the South Orient Railroad (SORR).

South Orient Railroad (SORR)

The SORR, a TxDOT-owned rail facility, is approximately 391 miles long. The SORR extends from San Angelo Junction in Coleman County (5 miles southwest of Coleman) through San Angelo to Presidio at the Texas-Mexico border. TxDOT is using a combination of federal, state, and local funds, along with private contributions from Texas Pacifico, to rehabilitate the SORR. Funding has been secured for more than 205 miles of projects. This rehabilitation of the line has been funded by:



These projects have rehabilitated 167 miles of the rail line through 2017 and resulted in traffic increases from an average of 2,031 annual carloads from 2001 to 2009, to over 43,700 carloads in 2017. Additional projects are scheduled to be let using the remaining funds and will result in more than 205 miles of track being rehabilitated. A recent study by HNTB Corporation identified \$823 million in pavement maintenance, emissions, and safety savings that will be realized from these improvements over a 20-year period. The study estimated \$1,794 million in savings over a 20-year period if the entire SORR were rehabilitated, including the international gateway at Presidio.

The 83rd Texas Legislature (2013) appropriated \$5 million for additional rail rehabilitation work. Those funds are being repaid by Texas Pacifico through an annual carload fee. The 84th Legislature (2015) authorized TxDOT to reuse the carload fees for additional rehabilitation work, essentially creating a revolving account for continued rehabilitation. TxDOT is also seeking additional funds for

the continued rehabilitation of the line on an accelerated timeline. Texas Pacifico is contractually required to maintain the rail line in the rehabilitated condition, making the state's work a one-time investment that will be maintained in perpetuity by the operator. In addition to maintenance activities, Texas Pacifico is also conducting a major rail relay project that will upgrade the entire line to modern continuously-welded rail.

A portion of the International Rail Bridge south of the levee at Presidio burned on February 29, 2008. A second section of the International Rail Bridge north of the levee at Presidio burned on March 1, 2009. Texas Pacifico has awarded the contract for the construction of the bridge, which should be completed by September 2019. TxDOT has also received a \$7 million FRA grant (included in the table above) for additional rehabilitation in Presidio County. TxDOT will include Exceptional Item Requests in the Fiscal Year 2020 - 2021 Legislative Appropriations Request for continued rehabilitation of the SORR.

These projects have rehabilitated 167 miles of the rail line and resulted in traffic increases from an average of 2,031 annual carloads from 2001 to 2009, to over 43,700 carloads in 2017.

Carload Volumes on the SORR

Year	Volumes
2001	1,491
2002	1,618
2003	1,984
2004	2,142
2005	2,454
2006	1,758
2007	2,716
2008	2,850
2009	1,266
2010	3,795
2011	3,945
2012	10,649
2013	23,538
2014	25,360
2015	25,903
2016	30,565
2017	43,757

Passenger, Commuter, and High-Speed Rail Projects

Texas Central Railway is a privately funded project to develop high-speed rail passenger service from Dallas to Houston. The RRD's role in this project is to support the FRA, which is the lead federal agency conducting the Preliminary Engineering/National Environmental Policy Act (NEPA) study. The RRD is reviewing environmental documents and assisting with public outreach. The Record of Decision (ROD) is expected to be issued by the end of 2019.

TxDOT updates the state rail plan every four years, as required by federal regulation. RRD has contracted with a professional services firm to assist in updating both the freight and passenger sections of the rail plan, which will be completed by August 2019.

Amtrak's Heartland Flyer (HF) 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 losses of the HF, and an April 2010 Texas A&M Transportation Institute (TTI) study found that annually:

- HF service removes approximately 145 daily vehicular trips
- 4,400 commercial airline and 2,200 intercity bus passengers were diverted onto HF
- Passenger spending averaged \$270 in Texas
- \$731,412 in sales tax revenue was collected in Texas
- An average of 72% of passengers were Oklahoma residents

TxDOT does not have adequate funds in the RRD budget and will include the HF subsidy as an Exceptional Item Request in the Fiscal Year 2020 - 2021 Legislative Appropriations Request for continued funding of the service.



Table 6 lists rail projects and annual estimates, and Table 7 lists planned, unfunded projects.

TABLE 6
Rail Projects: Annual Estimates by Fiscal Years (Funded)

Projects	Fiscal Year	Amount
Rehabilitation of SORR MP 810 - 847.8 to 25-mph track speeds	2019	\$6,591,742
Rehabilitation of SORR MP 957 - 1029 to 25-mph track speeds in support of international traffic	2019	\$1,500,000
Rehabilitation of SORR MP 957 - 1029 to 25-mph track speeds in support of international traffic through Presidio	2020	\$5,500,000
Reconstruction of International Rail Bridge at Presidio	2019	\$9,244,572
Broadway Double Track Bridge	2019	\$22,973,563
TOTAL		\$45,809,877

TABLE 7

Planned Rail Projects (Unfunded)

Descriptions	\$ Amount
SORR Rehabilitation	
Rehabilitate line between Crockett/Pecos County lines and Sulphur Junction (22.1 miles). The rail is in generally good condition, but needs major tie replacements with grade crossing reconstructions during tie replacements. Rehabilitation is essential to provide service to existing customers and attract new businesses to the area.	\$7,000,000
Rehabilitate line between Sulphur Junction and Fort Stockton (16 miles). The rail was manufactured in 1912, is substandard for today's loadings, and is expected to become inoperable due to infrastructure deficiencies within five years. Rehabilitation is essential to provide service to existing customers and attract new businesses to the area.	\$12,800,000
Rehabilitate line between Fort Stockton and Belding (10 miles). The rail line was manufactured in 1912 and is substandard for today's loadings. This section of the rail line must be rehabilitated to continue to provide safe and efficient service to the customer facilities that are served within the project limits, which includes a siding that has been used for pipe transloading and could be used for sand transloading. Rehabilitation of this section will also increase efficiency and capacity, allowing increased freight rail movements in an energy resource area of Texas that is experiencing significant truck traffic volumes.	\$8,000,000
Rehabilitate line between Belding and Alpine (51 miles) to open the interchange with Union Pacific at Alpine. The rail line was manufactured in 1912 and is substandard for today's loadings. Rehabilitation is essential to enable shipments to/from the border at Presidio and to provide interchange capability with Union Pacific and foster competition for SORR freight between BNSF and Union Pacific. It would also allow crude oil shipments west to California across Union Pacific's Sunset Route.	\$33,000,000
Rehabilitate the line between Paisano Junction and Presidio in support of the reconstruction of the international rail bridge. TxDOT received a \$7 million FRA grant for the rehabilitation of the line within these limits. Most of those funds are being used for other critical bridge repairs. An additional \$3 million is needed to address drainage and some tie replacements.	\$4,700,000
Development of international rail customs and border patrol inspection station at Presidio. The reconstruction of the international rail bridge at Presidio will be complete in 2019. The rail inspection facility and supporting infrastructure must be constructed before rail freight can move across the border. The U.S. Department of Homeland Security does not provide those facilities and they must be funded and constructed before the Presidio rail gateway can be reactivated.	\$20,000,000
SORR REHABILITATION SUBTOTAL	\$85,500,000
Additional Improvements to Other Rail Lines	
Rehabilitate the Northeast Texas Rural Rail Transportation District (NETEX) rail line from Greenville to Mount Pleasant (66 miles). TxDOT owns the 31 miles of the NETEX right of way and has a security interest in the infrastructure from a Grant Funding Agreement in 1996. Track speeds on the NETEX line are limited to 10 mph due to defective cross ties and bridge deficiencies. The rail line must be rehabilitated to continue providing service to existing customers and attract new business to the line and the region. TxDOT would seek additional ownership in the line and infrastructure as a condition to rehabilitating the line.	\$30,000,000
Reconstruct an abandoned rail corridor owned by the NETEX rail line from Greenville to Wylie (23.2 miles) to provide additional rail capacity into the Dallas-Fort Worth metroplex. TxDOT funded the purchase of this right of way by NETEX.	\$12,000,000
Construct five grade separations and close five additional crossings to create a 5.9-mile sealed corridor in Houston on the West Belt Subdivision between Tower 26 and TNO Junction.	\$30,000,000
Construction of a second rail lift bridge over the Neches River at Beaumont with approach trackage on both sides of the river. The existing single-track lift bridge is a significant capacity constraint on a major intercontinental rail line between Los Angeles and New Orleans. Over 30 trains per day cross the existing bridge at reduced speeds and are often delayed by trains entering/leaving the Port of Beaumont, which is adjacent to the existing lift bridge, and by watercraft moving along the Neches, requiring the bridge to lift. The construction of the additional bridge will increase capacity on this rail line and foster the diversion of truck freight from I-10 to the rail line.	\$120,000,000
TOTAL	\$277,500,000





FREIGHT AND INTERNATIONAL TRADE PROGRAM

In 2016, more than 2.2 billion tons of freight – 19.7 tons per household and 12,743 tons per business – moved within Texas, and this volume is anticipated to increase to over 4 billion tons by 2045.

As of 2018, TxDOT has released a total of two state freight plans. The *2016 Freight Plan* was the first comprehensive multimodal transportation plan that focused on the needs of the state's freight industry and businesses. The *2017 Texas Freight Mobility Plan* allowed TxDOT to enhance and expand on the *2016 Freight Plan*, ensuring a comprehensive approach for facilitating the efficient and safe movement of people and freight, while meeting all federal Fixing America's Surface Transportation (FAST) Act requirements.

MISSION

OF THE FREIGHT AND INTERNATIONAL TRADE (FIT) SECTION

The mission of the TxDOT Freight and International Trade Section (FIT) is to elevate the movement of freight and international trade as a critical component of Texas' multimodal transportation system and to strengthen economic competitiveness of Texas through local, regional, state, national, and binational collaboration and coordination efforts. Freight is important to Texans because their quality of life depends on the daily delivery of millions of tons of goods shipped efficiently and affordably over the freight 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.

FIT works with local, regional, state, federal, and private stakeholders to outline strategies so the multimodal freight system can support the continued success of the Texas economy. The section works to incorporate multimodal freight and international trade, as well as Texas-Mexico Border considerations, into TxDOT's overall transportation planning, programming, and implementation processes. FIT oversees two internal advisory committees – the Texas Freight Advisory committee and the Border Trade Advisory Committee – and participates in two external committees – the US-Mexico Joint Working Committee on binational transportation planning and the US-Mexico Binational Bridges and Border Crossings Group.

Freight Plan Sets the Stage For Funding and Projects

In 2017, FIT released TxDOT's second [Texas Freight Mobility Plan](#) (TFMP), a blueprint for an integrated multimodal freight system that will facilitate the efficient, reliable, and safe movement of goods across Texas. The TFMP provides a *5-Year Freight Investment Plan* that includes fully-funded projects letting during Fiscal Years 2016 through 2020. There are 515 projects in the *5-Year Freight Investment Plan* at an estimated cost of \$7.5 billion. In addition, the TFMP includes an *Unconstrained Freight Investment Plan* that identifies 2,594 multimodal freight projects, costing an estimated \$66 billion.

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

Our mission

Elevate the movement of freight and international trade as a critical component of Texas' multimodal transportation system and to strengthen economic competitiveness.

TFMP projects include planned highway and rail projects, as well as proposed projects, many of which are multimodal. These project recommendations reflect the magnitude and complexity of moving freight in Texas, and the investment needed to address the challenges from population and freight growth, congestion, connectivity, safety, and other factors identified in the TFMP.

- **There are 13 truck border crossings and four rail border crossings between Texas and Mexico.**
- **Nearly 73.5 million tons of highway and rail freight crossed the Texas-Mexico border in 2016, valued at more than \$318.8 billion.**
- **Cross-border highway and rail trade tonnage is expected to increase by 188 percent from 73 million tons in 2016 to 211 million tons in 2045.**
- **Trucking accounted for 82 percent of cross-border freight movement by weight in 2016.**



PROGRAMS AND FUNDING

National Highway Freight Program Projects

The 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, and it must identify projects that contribute to the efficient movement of freight and are located on the FHWA-designated National Highway Freight Network.

FIT will continue to select projects from the TFMP to be fully or partially funded through Texas' five-year NHFP apportionment. Projects will be eligible if they are on the FHWA-designated National Highway Freight Network and are identified as recommended freight projects in the TFMP. Projects will be located in both urban and rural areas along major interstate freight corridors, and generally address bridge and roadway improvements to benefit freight. Critical Urban Freight Corridors and Critical Rural Freight Corridors, which are components of the National Highway Freight Network, were designated in the *2017 Texas Freight Mobility Plan*, and projects on those corridors are eligible for NHFP funding.



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*

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 CBI Reserve Fund. The CBI supports the state's 28 land ports of entry by providing infrastructure that connects them to the state's highway system. This effort enhances safety and facilitates efficient movement of goods across the Texas-Mexico border.

In addition, the state 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."







APPENDIX I

MAJOR PROJECTS

INTRODUCTION

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

Designated Major Transportation Projects

The following projects represent the major transportation projects for the department as identified by the Commission for 2020 to 2029. Previously identified major transportation projects can be found by visiting the [Project Tracker](#) website. For the latest information regarding major transportation project progress and the status of benchmarking requirements, click on the links provided below each project.

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

Grand Parkway is a proposed 180-mile loop around the greater Houston area to improve connectivity with other Houston roadways, relieve congestion, encourage economic growth, and improve safety. Grand Parkway is being developed and constructed in 11 segments.

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

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

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

US 281

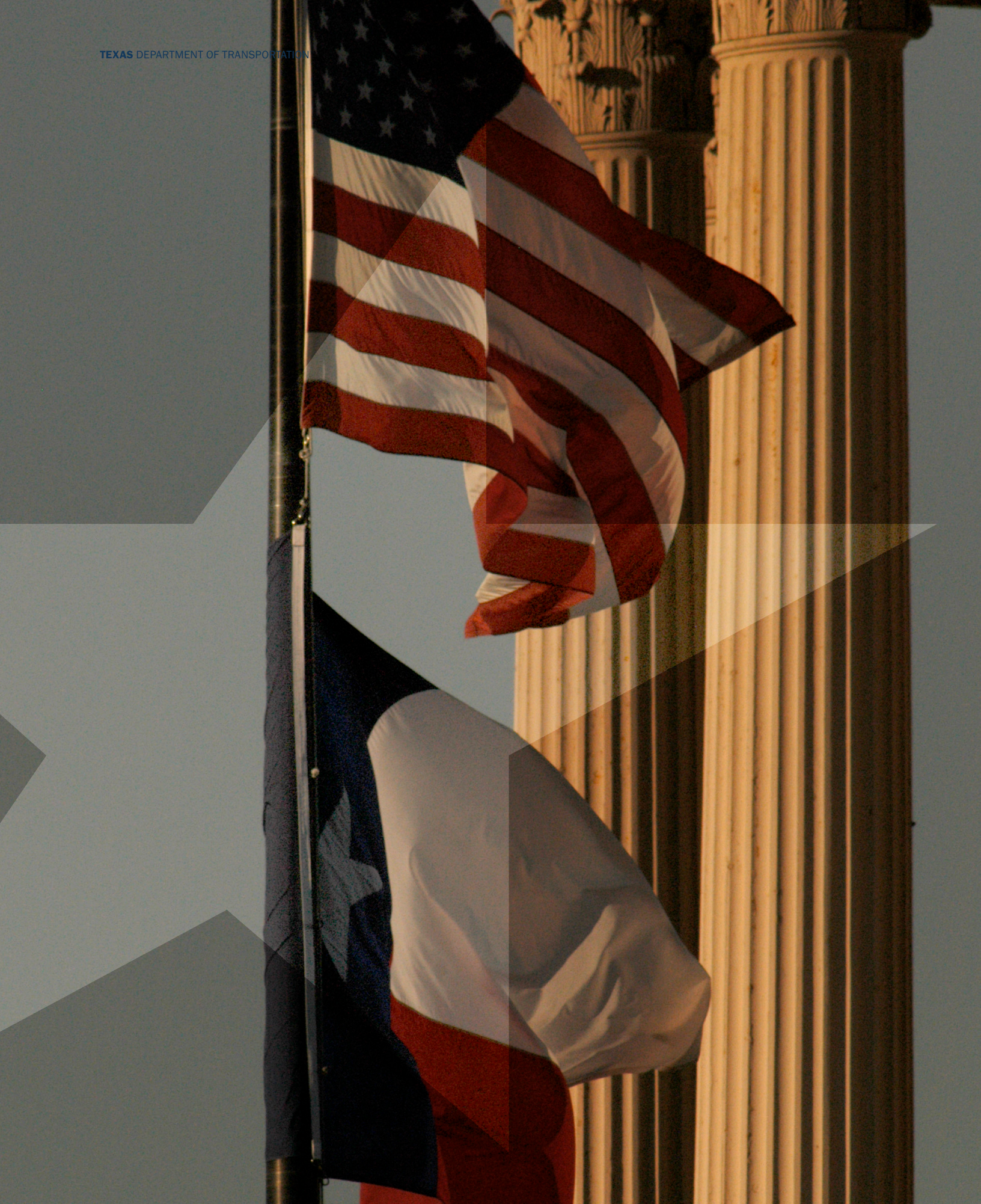
US 281 from Loop 1604 to the Bexar/Comal County line is one of the most congested roads in San Antonio and one of the 50 most congested corridors in Texas. TxDOT is planning to construct a six-lane, non-tolled expressway (four general-purpose and two high-occupancy vehicle lanes) to relieve congestion and improve mobility. Also included in the plan are the remaining northern interchange connectors at Loop 1604.

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



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







APPENDIX II

USES OF FEDERAL AND STATE FUNDING

TABLE 8
Federal Funding Sources in the UTP Categories

UTP Category ¹	FEDERAL TRANSPORTATION PROGRAM							
	Surface Transportation Block Grant (STBGP) ²	National Highway Performance Program (NHPP) ³	National Highway Freight Program (NHFP) ⁴	Coordinate Border Infrastructure (CBI) ⁵	Metropolitan Planning/PL/STPMM ^{6,7}	Highway Safety Improvement (HSIP) ⁸	Congestion Mitigation and Air Quality Improvement (CMAQ) ⁹	Transportation Alternatives Set-Aside (TASA) ⁵
	●	●	◐	X	X	◐	●	●
1	●	●	●	X	X	◐	●	X
2U	●	●	●	●	X	◐	X	X
2M	●	●	●	●	●	◐	X	X
4U	●	●	●	●	●	X	X	X
4R	●	●	●	●	X	◐	X	X
5	●	●	X	X	◐	X	●	X
6	●	●	●	●	X	●	X	X
7	●	●	◐	◐	●	X	X	X
8	●	●	X	●	X	●	X	X
9	●	●	X	X	●	X	X	●
10 Green Ribbon	●	●	X	X	X	◐	X	X
10 Texas Parks & Wildlife	●	●	X	X	X	◐	X	X
10 Railroad Grade Crossing	●	●	X	X	X	●	X	X
10 Railroad Signal Maintenance	●	●	X	X	X	X	X	X
10 ADA Curb Ramp Program	●	●	X	X	X	◐	●	●
11	●	●	●	●	X	●	●	●
11 Energy Sector	●	●	●	X	X	X	X	X
Rider 11b	●	●	●	●	X	X	X	X
12 Clear Lanes	●	●	●	X	●	X	X	X
12 Strategic Priority	●	●	●	●	●	●	●	●

Footnotes:

- 1 Note that Proposition funding may be used by any UTP category.
- 2 Total STBGP excludes Transportation Alternatives Set-aside, 2% SPR, and penalties. Includes Metropolitan Planning/PL/STP-MM.
- 3 Total NHPP excludes 2% SPR and penalties.
- 4 Total NHFP excludes 2% SPR.
- 5 Part of STBGP.
- 6 Sub-allocated apportionment within STBGP for areas >200k in population.
- 7 Can only be used for planning, not construction.
- 8 HSIP program excludes 2% SPR.
- 9 CMAQ program excludes 2% SPR.

Sources:

- FHWA, "Transferability of Apportioned Program Funding under 23 U.S.C. 126," at https://www.fhwa.dot.gov/cfo/23usc126_transferability.cfm.
- FHWA, "A Guide To Federal-Aid Programs And Projects," at <https://www.fhwa.dot.gov/federalaid/projects.cfm>.
- FHWA FY 2018 Supplementary Tables pursuant to the FAST Act, at <https://www.fhwa.dot.gov/legsgregs/directives/notices/n4510824/index.cfm>.

TABLE 9
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, such as aviation, ports, rail, and public transportation, a large majority of TxDOT’s funding is dedicated to improvement of the state highway system.

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

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

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

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

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

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

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

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

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





APPENDIX III

UTP FUNDING TABLES

Funding Category	2020 UTP Funding Authorizations
1 - Preventive Maintenance and Rehabilitation	\$13,926,300,000
2 - Metro and Urban Area Corridor Projects	\$11,481,710,000
3 - Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4 - Statewide Connectivity Corridor Projects	\$11,220,550,000
5 - Congestion Mitigation and Air Quality Improvement	\$2,213,510,000
6 - Structures Replacement and Rehabilitation	\$3,586,560,000
7 - Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8 - Safety	\$4,031,750,000
9 - Transportation Alternatives	\$910,500,000
10 - Supplemental Transportation Projects	\$571,580,000
11 - District Discretionary	\$3,233,380,000
12 - Strategic Priority	\$15,740,000,000
TOTAL UTP FUNDING: CATEGORIES 1-12	\$77,557,260,000

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
Adelphi	\$ 798,000,000	\$ -	\$ -	\$ 28,300,000	\$ 57,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,650,000	\$ 60,750,000	\$ 877,750,000
Amherst	\$ 1,000,000,000	\$ -	\$ -	\$ 4,020,000	\$ 112,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,820,000	\$ 105,830,000	\$ 162,220,000	\$ 1,594,590,000
Aurora	\$ 570,140,000	\$ -	\$ -	\$ 461,880,000	\$ 117,520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 74,950,000	\$ 1,052,340,000	\$ 2,282,590,000
Barnstable	\$ 985,470,000	\$ -	\$ 1,650,000	\$ 113,720,000	\$ 125,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,150,000	\$ 648,610,000	\$ 1,326,442,000
Barnstable	\$ 180,450,000	\$ -	\$ -	\$ -	\$ 181,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,950,000
Beverly	\$ 483,150,000	\$ -	\$ -	\$ 53,390,000	\$ 839,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,940,000	\$ 463,100,000	\$ 1,933,130,000
Chilmark	\$ 216,710,000	\$ -	\$ -	\$ -	\$ 26,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,890,000	\$ 31,101,000	\$ 311,011,000
Chilmark	\$ 616,890,000	\$ -	\$ -	\$ 66,000,000	\$ 624,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,640,000	\$ 33,000,000	\$ 1,500,020,000
Dukes	\$ 1,217,440,000	\$ -	\$ -	\$ 1,045,130,000	\$ 31,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 142,400,000	\$ 2,257,350,000	\$ 4,689,320,000
Essex	\$ 827,450,000	\$ -	\$ -	\$ 481,850,000	\$ 121,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ 142,400,000	\$ 642,350,000	\$ 2,548,500,000
Holland	\$ 1,132,650,000	\$ -	\$ -	\$ 1,303,120,000	\$ 46,510,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000	\$ 145,500,000	\$ 2,558,120,000	\$ 5,601,450,000
Lakeville	\$ 419,290,000	\$ -	\$ -	\$ 45,830,000	\$ 170,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,250,000	\$ 205,790,000	\$ 2,581,120,000	\$ 3,255,610,000
Lakeville	\$ 619,590,000	\$ -	\$ -	\$ 46,100,000	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 136,110,000	\$ 71,340,000	\$ 910,640,000
Lynn	\$ 238,450,000	\$ -	\$ -	\$ 75,000,000	\$ 644,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,890,000	\$ 66,250,000	\$ 1,007,050,000
Oakessa	\$ 640,040,000	\$ -	\$ -	\$ 240,730,000	\$ 57,680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 567,630,000	\$ 405,450,000	\$ 1,929,050,000
Paris	\$ 577,290,000	\$ -	\$ -	\$ 33,480,000	\$ 57,680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,000	\$ 82,740,000	\$ 303,170,000	\$ 1,054,990,000
Paris	\$ 381,130,000	\$ -	\$ 1,530,000	\$ 219,580,000	\$ 224,580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,200,000	\$ 62,530,000	\$ 563,190,000	\$ 1,411,020,000
Peabody	\$ 1,132,650,000	\$ -	\$ -	\$ 473,840,000	\$ 46,510,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,500,000	\$ 1,447,000,000	\$ 3,255,610,000
Peabody	\$ 623,940,000	\$ -	\$ -	\$ 95,210,000	\$ 228,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,550,000	\$ 265,150,000	\$ 1,175,020,000
Ware	\$ 298,060,000	\$ -	\$ -	\$ 191,000,000	\$ 62,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,470,000	\$ 110,000,000	\$ 841,210,000
Ware	\$ 500,270,000	\$ -	\$ -	\$ 28,200,000	\$ 746,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,800,000	\$ 286,900,000	\$ 1,723,170,000
Ware	\$ 619,590,000	\$ -	\$ -	\$ 64,710,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 684,710,000
Ware	\$ 392,420,000	\$ -	\$ -	\$ 1,052,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,444,900,000
Ware	\$ 280,160,000	\$ -	\$ -	\$ 2,861,430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,439,150,000
Ware	\$ 122,150,000	\$ -	\$ -	\$ 150,990,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281,150,000
Ware	\$ 150,990,000	\$ -	\$ -	\$ 3,516,660,000	\$ 35,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,151,060,000
Ware	\$ 339,830,000	\$ -	\$ -	\$ 92,480,000	\$ 94,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 669,720,000
Ware	\$ 140,000,000	\$ -	\$ -	\$ 619,070,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,171,650,000
Ware	\$ 171,600,000	\$ -	\$ -	\$ 63,920,000	\$ 4,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,600,000
Ware	\$ 76,620,000	\$ -	\$ -	\$ 79,430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,050,000
Ware	\$ 333,760,000	\$ -	\$ -	\$ 202,390,000	\$ 60,420,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000,000
Ware	\$ 88,440,000	\$ -	\$ -	\$ 3,920,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,360,000
Ware	\$ 1,024,980,000	\$ -	\$ -	\$ 219,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,244,810,000
Ware	\$ 221,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,000
Ware	\$ 227,380,000	\$ -	\$ -	\$ 60,440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,820,000
Ware	\$ 209,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,600,000
Ware	\$ 448,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 448,650,000
Ware	\$ 66,810,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,810,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ 3,968,560,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,968,560,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,126,750,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158,200,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 458,300,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 458,300,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,607,400,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,398,150,000
Ware	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,027,970,000
Ware	\$ 13,926,300,000	\$ 11,481,710,000	\$ 6,053,290,000	\$ 5,018,580,000	\$ 6,201,970,000	\$ 2,213,510,000	\$ 3,968,560,000	\$ 4,588,130,000	\$ 4,031,750,000	\$ 910,500,000	\$ 571,580,000	\$ 3,233,380,000	\$ 15,740,000,000	\$ 77,557,280,000

All categories provided only include the 2020 UTP Planning allocations. These amounts do not include carryover balances or other adjustments made through casflow, findings, and program accelerations. To view the program adjustments, please go to [WWW.TX.DOT.GOV](#) and review the Finance Division's webpage at the following link: [WWW.TX.DOT.GOV/TRANSPORTATION/PROGRAMS/2020-UTP-PROGRAM-ADJUSTMENTS](#). CAT 10 does not include the Federal earmark amounts provided from FHWA. The amount shown does include the State Match for those earmarks.

Category 1: Preventive Maintenance and Rehabilitation Total Funding Summary

District/WPO/Division	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Adrienne	\$ 55,390,000	\$ 54,550,000	\$ 54,760,000	\$ 55,150,000	\$ 55,380,000	\$ 55,780,000	\$ 56,370,000	\$ 56,850,000	\$ 57,370,000	\$ 62,450,000	\$ 564,050,000
Amarillo	\$ 69,540,000	\$ 68,480,000	\$ 68,760,000	\$ 69,230,000	\$ 69,510,000	\$ 70,010,000	\$ 70,760,000	\$ 71,360,000	\$ 72,020,000	\$ 78,990,000	\$ 708,040,000
Atlanta	\$ 32,160,000	\$ 31,660,000	\$ 31,780,000	\$ 32,020,000	\$ 32,140,000	\$ 32,370,000	\$ 32,710,000	\$ 32,990,000	\$ 33,300,000	\$ 36,250,000	\$ 327,380,000
Austin	\$ 56,590,000	\$ 55,720,000	\$ 55,930,000	\$ 56,330,000	\$ 56,560,000	\$ 56,970,000	\$ 57,580,000	\$ 58,070,000	\$ 58,600,000	\$ 63,790,000	\$ 576,140,000
Beaumont	\$ 35,690,000	\$ 35,150,000	\$ 35,290,000	\$ 35,590,000	\$ 35,680,000	\$ 35,940,000	\$ 36,320,000	\$ 36,540,000	\$ 36,970,000	\$ 40,240,000	\$ 363,470,000
Brownwood	\$ 19,200,000	\$ 18,900,000	\$ 18,970,000	\$ 19,110,000	\$ 19,180,000	\$ 19,320,000	\$ 19,530,000	\$ 19,690,000	\$ 19,890,000	\$ 21,660,000	\$ 195,450,000
Byram	\$ 47,450,000	\$ 46,730,000	\$ 46,900,000	\$ 47,240,000	\$ 47,430,000	\$ 47,700,000	\$ 48,290,000	\$ 48,700,000	\$ 49,140,000	\$ 53,500,000	\$ 483,150,000
Childress	\$ 21,310,000	\$ 20,950,000	\$ 21,030,000	\$ 21,180,000	\$ 21,270,000	\$ 21,430,000	\$ 21,660,000	\$ 21,840,000	\$ 22,040,000	\$ 24,000,000	\$ 216,710,000
Corpus Christi	\$ 60,580,000	\$ 59,660,000	\$ 59,880,000	\$ 60,330,000	\$ 60,560,000	\$ 61,000,000	\$ 61,650,000	\$ 62,180,000	\$ 62,740,000	\$ 68,300,000	\$ 616,890,000
Dallas	\$ 119,580,000	\$ 117,750,000	\$ 118,160,000	\$ 119,050,000	\$ 119,550,000	\$ 120,370,000	\$ 121,670,000	\$ 122,700,000	\$ 123,830,000	\$ 134,800,000	\$ 1,217,440,000
El Paso	\$ 31,980,000	\$ 31,490,000	\$ 31,610,000	\$ 31,840,000	\$ 31,970,000	\$ 32,200,000	\$ 32,540,000	\$ 32,820,000	\$ 33,120,000	\$ 36,050,000	\$ 325,620,000
Fort Worth	\$ 85,850,000	\$ 84,550,000	\$ 84,860,000	\$ 85,480,000	\$ 85,820,000	\$ 86,440,000	\$ 87,360,000	\$ 88,100,000	\$ 88,910,000	\$ 96,790,000	\$ 874,160,000
Houston	\$ 118,090,000	\$ 116,280,000	\$ 116,720,000	\$ 117,570,000	\$ 118,040,000	\$ 118,890,000	\$ 120,160,000	\$ 121,190,000	\$ 122,300,000	\$ 133,130,000	\$ 1,202,370,000
Laredo	\$ 41,180,000	\$ 40,550,000	\$ 40,700,000	\$ 41,000,000	\$ 41,160,000	\$ 41,460,000	\$ 41,900,000	\$ 42,260,000	\$ 42,650,000	\$ 46,420,000	\$ 419,280,000
Lubbock	\$ 60,850,000	\$ 59,930,000	\$ 60,150,000	\$ 60,580,000	\$ 60,820,000	\$ 61,270,000	\$ 61,920,000	\$ 62,450,000	\$ 63,020,000	\$ 68,600,000	\$ 619,590,000
Lurkin	\$ 23,230,000	\$ 22,860,000	\$ 22,960,000	\$ 23,120,000	\$ 23,210,000	\$ 23,380,000	\$ 23,630,000	\$ 23,830,000	\$ 24,050,000	\$ 26,180,000	\$ 236,450,000
Odessa	\$ 62,870,000	\$ 61,900,000	\$ 62,130,000	\$ 62,580,000	\$ 62,830,000	\$ 63,290,000	\$ 63,970,000	\$ 64,510,000	\$ 65,100,000	\$ 70,860,000	\$ 640,040,000
Paris	\$ 56,700,000	\$ 55,830,000	\$ 56,040,000	\$ 56,450,000	\$ 56,670,000	\$ 57,090,000	\$ 57,690,000	\$ 58,190,000	\$ 58,720,000	\$ 63,910,000	\$ 577,290,000
Parr	\$ 35,470,000	\$ 34,920,000	\$ 34,920,000	\$ 35,310,000	\$ 35,450,000	\$ 35,710,000	\$ 36,090,000	\$ 36,400,000	\$ 36,730,000	\$ 39,990,000	\$ 361,130,000
San Angelo	\$ 37,800,000	\$ 37,220,000	\$ 37,360,000	\$ 37,630,000	\$ 37,780,000	\$ 38,050,000	\$ 38,460,000	\$ 38,780,000	\$ 39,140,000	\$ 42,610,000	\$ 384,830,000
San Antonio	\$ 111,240,000	\$ 109,540,000	\$ 109,950,000	\$ 110,760,000	\$ 111,200,000	\$ 112,000,000	\$ 113,190,000	\$ 114,160,000	\$ 115,200,000	\$ 125,410,000	\$ 1,132,650,000
Tyler	\$ 55,380,000	\$ 54,540,000	\$ 54,740,000	\$ 55,140,000	\$ 55,360,000	\$ 55,760,000	\$ 56,360,000	\$ 56,840,000	\$ 57,350,000	\$ 62,440,000	\$ 563,910,000
Waco	\$ 51,460,000	\$ 50,680,000	\$ 50,860,000	\$ 51,230,000	\$ 51,430,000	\$ 51,810,000	\$ 52,360,000	\$ 52,800,000	\$ 53,290,000	\$ 58,020,000	\$ 523,940,000
Wichita Falls	\$ 29,080,000	\$ 28,630,000	\$ 28,740,000	\$ 28,950,000	\$ 29,070,000	\$ 29,280,000	\$ 29,590,000	\$ 29,840,000	\$ 30,110,000	\$ 32,780,000	\$ 296,060,000
Yoakum	\$ 49,140,000	\$ 48,380,000	\$ 48,580,000	\$ 48,920,000	\$ 49,110,000	\$ 49,470,000	\$ 50,000,000	\$ 50,420,000	\$ 50,880,000	\$ 55,390,000	\$ 500,270,000
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 1,367,810,000	\$ 1,346,850,000	\$ 1,351,880,000	\$ 1,361,750,000	\$ 1,367,160,000	\$ 1,377,060,000	\$ 1,391,750,000	\$ 1,403,610,000	\$ 1,416,470,000	\$ 1,541,960,000	\$ 13,926,300,000

Notes: Preventive Maintenance (PM) and Rehabilitation (Rehab) are combined into one allocation for the District to program and manage. PM accounts for 33% of total; formula components include on-system lane miles, pavement distress and on-system bridge deck area. Rehab accounts for 67% of total; formula factors include pavement distress scores, vehicle miles traveled per lane mile, single axle load miles and distress score pace factor. These balances do not include Carryover adjustments based on letting adjustments.

Category 2: Metropolitan (TMA) and Urbanized (Non-TMA) Corridor Funding (Formula Distribution, For Informational Purposes Only)

District/PO/Division	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
(ABL) Abilene MPO	9,250,000	3,110,000	2,620,000	9,300,000	5,620,000	4,230,000	8,060,000	7,540,000	6,580,000	7,840,000	\$ 64,710,000
(AMA) Amarillo MPO	14,930,000	4,730,000	3,990,000	14,130,000	8,950,000	6,320,000	12,280,000	11,470,000	10,070,000	11,930,000	\$ 98,420,000
(ATL) Texarkana MPO	5,530,000	1,780,000	1,490,000	5,290,000	3,270,000	2,440,000	4,570,000	4,280,000	3,740,000	4,450,000	\$ 36,780,000
(AUS) CAMPO TMA	159,190,000	50,800,000	42,840,000	151,720,000	91,780,000	69,980,000	131,630,000	123,120,000	107,400,000	128,020,000	\$ 1,056,480,000
(BMT & HOU) HGAC TMA	449,290,000	143,350,000	120,890,000	428,150,000	259,000,000	197,490,000	371,470,000	347,460,000	303,100,000	361,280,000	\$ 3,191,430,000
(BMT) JCHRIS MPO	39,200,000	12,510,000	10,550,000	37,960,000	22,600,000	17,230,000	32,410,000	30,320,000	26,450,000	31,530,000	\$ 260,160,000
(BRY) Bryan-College Station MPO	18,410,000	5,870,000	4,950,000	17,540,000	10,610,000	8,090,000	15,220,000	14,240,000	12,420,000	14,800,000	\$ 122,150,000
(CRP) Corpus Christi TMA	22,750,000	7,280,000	6,120,000	21,680,000	13,120,000	10,000,000	18,870,000	17,600,000	15,350,000	18,300,000	\$ 150,990,000
(DAL) FTW & PARL NCTCOG TMA	529,840,000	169,070,000	142,580,000	504,940,000	305,440,000	232,900,000	438,110,000	409,820,000	357,470,000	426,090,000	\$ 3,516,280,000
(ELP) El Paso TMA	51,220,000	16,340,000	13,780,000	48,810,000	29,530,000	22,110,000	42,350,000	39,610,000	34,560,000	41,190,000	\$ 339,880,000
(LBD) Laredo TMA	15,800,000	5,040,000	4,250,000	15,060,000	9,110,000	6,950,000	13,060,000	12,220,000	10,660,000	12,710,000	\$ 104,860,000
(LBD) Unbrook TMA	15,890,000	5,070,000	4,280,000	15,140,000	9,160,000	6,980,000	13,140,000	12,290,000	10,720,000	12,780,000	\$ 105,450,000
(ODA) Permian Basin MPO	25,860,000	8,250,000	6,960,000	24,640,000	14,910,000	11,370,000	21,380,000	20,000,000	17,440,000	20,290,000	\$ 171,600,000
(PAR) Sherman-Danison MPO	11,340,000	3,680,000	3,100,000	11,000,000	6,860,000	5,080,000	9,550,000	8,930,000	7,790,000	9,280,000	\$ 76,620,000
(PHR) Hartinger-San Benito MPO	11,970,000	3,820,000	3,220,000	11,410,000	6,900,000	5,260,000	9,900,000	9,260,000	8,070,000	9,620,000	\$ 79,430,000
(PHR) Hidalgo County TMA	50,290,000	16,050,000	13,530,000	47,930,000	28,990,000	22,110,000	41,590,000	38,900,000	33,930,000	40,440,000	\$ 333,760,000
(PHR) Brownsville TMA	13,320,000	4,250,000	3,580,000	12,700,000	7,680,000	5,860,000	11,010,000	10,300,000	8,990,000	10,710,000	\$ 88,400,000
(SJT) San Angelo MPO	6,010,000	1,910,000	1,610,000	5,710,000	3,470,000	2,630,000	4,960,000	4,640,000	4,040,000	4,840,000	\$ 39,820,000
(SAT) AAMPPO	163,350,000	52,130,000	43,960,000	155,680,000	94,170,000	71,810,000	135,070,000	126,340,000	110,210,000	131,360,000	\$ 1,084,080,000
(TYL) Longview MPO	10,850,000	3,480,000	2,920,000	10,340,000	6,260,000	4,770,000	8,970,000	8,390,000	7,320,000	8,730,000	\$ 72,010,000
(WAG) Kilglen-Temple TMA	34,260,000	10,990,000	9,220,000	32,660,000	19,750,000	15,060,000	28,330,000	26,500,000	23,120,000	27,550,000	\$ 227,380,000
(WAG) Waco MPO	31,580,000	10,080,000	8,500,000	30,100,000	18,210,000	13,880,000	26,110,000	24,430,000	21,310,000	25,400,000	\$ 209,600,000
(WFS) Wichita Falls MPO	7,360,000	2,350,000	1,980,000	7,030,000	4,240,000	3,230,000	6,080,000	5,690,000	4,980,000	5,910,000	\$ 48,850,000
(YKM) Victoria MPO	10,070,000	3,210,000	2,710,000	9,590,000	5,600,000	4,430,000	8,320,000	7,790,000	6,790,000	8,100,000	\$ 66,810,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
TOTAL	\$ 1,720,080,000	\$ 552,080,000	\$ 465,550,000	\$ 1,648,840,000	\$ 997,430,000	\$ 760,530,000	\$ 1,430,520,000	\$ 1,338,130,000	\$ 1,167,280,000	\$ 1,391,310,000	\$ 11,481,710,000

Notes:
 Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.
 Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.
 MPO 10-year target allocations are based on the funding target formula with TMAs receiving 87% of Category 2 funding and MPOs operating in areas that are non-TMA receiving 13% of Category 2 funding. Distribution formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors.
 Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

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

Category 4: Statewide Urban Connectivity Funding Summary (For Informational Purposes Only, Totals Included in Summary)													
District/PO/Division	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS		
Abilene	\$ 830,000	\$ 1,400,000	\$ 1,180,000	\$ 4,160,000	\$ 2,520,000	\$ 1,930,000	\$ 3,610,000	\$ 3,370,000	\$ 2,940,000	\$ 3,360,000	\$ 28,300,000		
Amarillo	\$ 5,820,000	\$ 2,120,000	\$ 1,800,000	\$ 6,320,000	\$ 3,840,000	\$ 2,930,000	\$ 5,480,000	\$ 5,130,000	\$ 4,470,000	\$ 5,110,000	\$ 43,020,000		
Atlanta	\$ 2,190,000	\$ 790,000	\$ 670,000	\$ 2,360,000	\$ 1,430,000	\$ 1,100,000	\$ 2,050,000	\$ 1,920,000	\$ 1,670,000	\$ 1,910,000	\$ 16,090,000		
Austin	\$ 62,450,000	\$ 22,780,000	\$ 19,290,000	\$ 67,840,000	\$ 41,170,000	\$ 31,450,000	\$ 58,870,000	\$ 55,050,000	\$ 48,020,000	\$ 54,870,000	\$ 461,800,000		
Beaumont	\$ 15,390,000	\$ 5,610,000	\$ 4,750,000	\$ 16,710,000	\$ 10,140,000	\$ 7,740,000	\$ 14,500,000	\$ 13,560,000	\$ 11,820,000	\$ 13,510,000	\$ 113,720,000		
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Brown	\$ 7,220,000	\$ 2,630,000	\$ 2,230,000	\$ 7,840,000	\$ 4,760,000	\$ 3,640,000	\$ 6,810,000	\$ 6,370,000	\$ 5,550,000	\$ 6,340,000	\$ 53,390,000		
Childress	\$ 8,930,000	\$ 3,260,000	\$ 2,760,000	\$ 9,700,000	\$ 5,880,000	\$ 4,490,000	\$ 8,410,000	\$ 7,870,000	\$ 6,860,000	\$ 7,840,000	\$ 66,000,000		
Corpus Christi	\$ 141,340,000	\$ 51,550,000	\$ 43,650,000	\$ 153,530,000	\$ 93,170,000	\$ 71,170,000	\$ 133,250,000	\$ 124,610,000	\$ 108,690,000	\$ 124,180,000	\$ 1,045,130,000		
Dallas	\$ 20,090,000	\$ 7,330,000	\$ 6,210,000	\$ 21,820,000	\$ 13,240,000	\$ 10,120,000	\$ 18,940,000	\$ 17,710,000	\$ 15,450,000	\$ 17,650,000	\$ 148,560,000		
El Paso	\$ 66,510,000	\$ 24,860,000	\$ 20,540,000	\$ 72,260,000	\$ 43,860,000	\$ 33,490,000	\$ 62,700,000	\$ 56,640,000	\$ 51,140,000	\$ 58,440,000	\$ 481,820,000		
Fort Worth	\$ 176,230,000	\$ 64,280,000	\$ 64,280,000	\$ 54,410,000	\$ 191,440,000	\$ 116,180,000	\$ 88,240,000	\$ 166,140,000	\$ 155,380,000	\$ 135,500,000	\$ 1,303,120,000		
Houston	\$ 6,200,000	\$ 2,260,000	\$ 2,260,000	\$ 6,730,000	\$ 4,090,000	\$ 3,120,000	\$ 5,840,000	\$ 5,460,000	\$ 4,790,000	\$ 5,450,000	\$ 45,830,000		
Lubbock	\$ 6,230,000	\$ 2,270,000	\$ 1,930,000	\$ 6,770,000	\$ 4,110,000	\$ 3,140,000	\$ 5,880,000	\$ 5,500,000	\$ 4,790,000	\$ 5,480,000	\$ 46,100,000		
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Odessa	\$ 10,140,000	\$ 3,700,000	\$ 3,130,000	\$ 11,020,000	\$ 6,690,000	\$ 5,110,000	\$ 9,560,000	\$ 8,940,000	\$ 7,800,000	\$ 8,910,000	\$ 75,000,000		
Paris	\$ 4,530,000	\$ 1,650,000	\$ 1,400,000	\$ 4,920,000	\$ 2,990,000	\$ 2,280,000	\$ 4,270,000	\$ 3,990,000	\$ 3,480,000	\$ 3,980,000	\$ 33,490,000		
Pratt	\$ 29,650,000	\$ 10,810,000	\$ 9,160,000	\$ 32,210,000	\$ 19,550,000	\$ 14,930,000	\$ 27,950,000	\$ 26,140,000	\$ 22,800,000	\$ 26,090,000	\$ 219,250,000		
San Angelo	\$ 2,350,000	\$ 860,000	\$ 730,000	\$ 2,550,000	\$ 1,550,000	\$ 1,180,000	\$ 2,220,000	\$ 2,070,000	\$ 1,810,000	\$ 2,070,000	\$ 17,390,000		
San Antonio	\$ 64,090,000	\$ 23,370,000	\$ 19,790,000	\$ 69,610,000	\$ 42,240,000	\$ 32,270,000	\$ 60,410,000	\$ 56,500,000	\$ 49,270,000	\$ 49,270,000	\$ 473,840,000		
Tyler	\$ 12,870,000	\$ 4,700,000	\$ 3,990,000	\$ 13,990,000	\$ 8,490,000	\$ 6,480,000	\$ 12,140,000	\$ 11,350,000	\$ 9,900,000	\$ 11,310,000	\$ 96,210,000		
Waco	\$ 25,830,000	\$ 9,420,000	\$ 7,990,000	\$ 28,060,000	\$ 17,030,000	\$ 13,010,000	\$ 24,350,000	\$ 22,770,000	\$ 19,660,000	\$ 22,680,000	\$ 191,000,000		
Victoria Falls	\$ 2,890,000	\$ 1,050,000	\$ 890,000	\$ 3,130,000	\$ 1,900,000	\$ 1,450,000	\$ 2,720,000	\$ 2,540,000	\$ 2,220,000	\$ 2,530,000	\$ 21,320,000		
Yoakum	\$ 3,950,000	\$ 1,440,000	\$ 1,220,000	\$ 4,290,000	\$ 2,600,000	\$ 1,990,000	\$ 3,720,000	\$ 3,480,000	\$ 3,040,000	\$ 3,470,000	\$ 29,200,000		
Statewide Unallocated	\$ (40,000)	\$ 10,000	\$ 10,000	\$ (10,000)	\$ (10,000)	\$ (10,000)	\$ 10,000	\$ 10,000	\$ 20,000	\$ -	\$ -		
Total	\$ 678,670,000	\$ 247,350,000	\$ 209,620,000	\$ 737,240,000	\$ 447,410,000	\$ 341,760,000	\$ 639,830,000	\$ 598,370,000	\$ 521,860,000	\$ 596,270,000	\$ 5,018,580,000		

Notes:
 Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TXDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.
 Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.
 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. Annual totals shown represent current programming based on project ready to let date. TXDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
 These programs are shown in annual amounts for informational purposes only to demonstrate how the 10 year program is built. These programs are managed by 10 year allocations. These balances do not include Carryover adjustments based on letting adjustments.

Category 4: Statewide Regional Connectivity Corridor Funding Summary											
Fiscal Year Authorizations--Current Programming (Including carry-over project authorizations)											
District/MP/OD/Division	10-yr Target (Cat 4 Regional)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Arlene	\$ 57,000,000	\$ -	\$ 30,000,000	\$ 10,000,000	\$ -	\$ 17,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Atlanta	\$ 113,200,000	\$ -	\$ -	\$ -	\$ 97,500,000	\$ -	\$ 15,700,000	\$ -	\$ -	\$ -	\$ -
Atlanta	\$ 555,570,000	\$ 61,300,000	\$ 15,690,000	\$ -	\$ 19,970,000	\$ 202,050,000	\$ 161,200,000	\$ 45,300,000	\$ -	\$ 50,000,000	\$ -
Austin	\$ 117,320,000	\$ -	\$ -	\$ 6,600,000	\$ -	\$ 23,500,000	\$ -	\$ -	\$ 87,220,000	\$ -	\$ -
Beaumont	\$ 125,100,000	\$ -	\$ 61,100,000	\$ -	\$ 64,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ 181,350,000	\$ 51,720,000	\$ -	\$ 33,890,000	\$ -	\$ 17,180,000	\$ 78,530,000	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ 839,000,000	\$ -	\$ 200,000,000	\$ 121,000,000	\$ 228,000,000	\$ -	\$ 210,000,000	\$ 80,000,000	\$ -	\$ -	\$ -
Childress	\$ 262,220,000	\$ 17,000,000	\$ -	\$ -	\$ 9,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ 624,500,000	\$ 67,000,000	\$ -	\$ -	\$ 15,000,000	\$ 95,000,000	\$ 145,000,000	\$ -	\$ 80,000,000	\$ 222,500,000	\$ -
Delias	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
El Paso	\$ 31,300,000	\$ -	\$ 10,120,000	\$ 21,180,000	\$ -	\$ -	\$ -	\$ -	\$ 22,500,000	\$ 20,000,000	\$ -
Fort Worth	\$ 121,140,000	\$ 57,800,000	\$ 12,480,000	\$ -	\$ 8,360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Laredo	\$ 170,000,000	\$ 30,000,000	\$ -	\$ 140,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lubbock	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lubbock	\$ 644,650,000	\$ 95,610,000	\$ 5,700,000	\$ 191,610,000	\$ 67,910,000	\$ 27,900,000	\$ -	\$ -	\$ -	\$ -	\$ 255,920,000
Lufkin	\$ 240,730,000	\$ 83,140,000	\$ 88,790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ 57,660,000	\$ -	\$ -	\$ -	\$ 40,000,000	\$ 17,660,000	\$ -	\$ -	\$ -	\$ -	\$ -
Paris	\$ 224,590,000	\$ -	\$ 51,300,000	\$ -	\$ 30,380,000	\$ 100,180,000	\$ -	\$ 42,730,000	\$ -	\$ -	\$ -
San Angelo	\$ 121,380,000	\$ 78,780,000	\$ 17,550,000	\$ 15,550,000	\$ 9,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Antonio	\$ 48,510,000	\$ 18,510,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -
Tyler	\$ 228,200,000	\$ -	\$ 48,500,000	\$ 156,300,000	\$ 23,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Waco	\$ 62,800,000	\$ 62,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ 443,930,000	\$ -	\$ 146,630,000	\$ -	\$ 208,300,000	\$ -	\$ -	\$ 89,000,000	\$ -	\$ -	\$ -
Yoakum	\$ 746,900,000	\$ 174,900,000	\$ -	\$ -	\$ 307,000,000	\$ 40,000,000	\$ 168,000,000	\$ -	\$ -	\$ 57,000,000	\$ -
Statewide Remaining Balance	\$ 386,070,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 6,201,970,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:
 Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP.
 Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FRs previously approved by the Texas Transportation Commission. 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 balances do not include Carryover adjustments based on letting adjustments.

District/MP/Division	Category 5: Congestion Mitigation and Air Quality Improvement (CMAQ) Funding Summary													TOTALS		
	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029						
(EMT & HOU) HGAC TMA	\$ 86,930,000	\$ 88,510,000	\$ 89,690,000	\$ 90,870,000	\$ 92,050,000	\$ 93,180,000	\$ 94,240,000	\$ 95,230,000	\$ 96,260,000	\$ 97,370,000	\$ 98,440,000	\$ 99,470,000	\$ 100,440,000	\$ 101,330,000	\$ 102,210,000	\$ 974,990,000
(DAL, FTW & PARY) NCTCOG TMA	\$ 91,700,000	\$ 93,360,000	\$ 94,600,000	\$ 95,860,000	\$ 97,100,000	\$ 98,280,000	\$ 99,410,000	\$ 100,440,000	\$ 101,530,000	\$ 102,710,000	\$ 103,840,000	\$ 104,920,000	\$ 106,000,000	\$ 107,080,000	\$ 108,160,000	\$ 974,990,000
(ELL) El Paso TMA	\$ 8,870,000	\$ 9,030,000	\$ 9,150,000	\$ 9,280,000	\$ 9,400,000	\$ 9,510,000	\$ 9,620,000	\$ 9,720,000	\$ 9,830,000	\$ 9,940,000	\$ 10,040,000	\$ 10,140,000	\$ 10,240,000	\$ 10,340,000	\$ 10,440,000	\$ 94,850,000
(SAT) AAMP0	\$ 20,690,000	\$ 21,090,000	\$ 21,330,000	\$ 21,610,000	\$ 21,890,000	\$ 22,160,000	\$ 22,410,000	\$ 22,650,000	\$ 22,890,000	\$ 23,160,000	\$ 23,430,000	\$ 23,690,000	\$ 23,940,000	\$ 24,190,000	\$ 24,440,000	\$ 219,830,000
Total	\$ 208,180,000	\$ 211,990,000	\$ 214,770,000	\$ 217,630,000	\$ 220,440,000	\$ 223,130,000	\$ 225,680,000	\$ 228,040,000	\$ 230,510,000	\$ 233,180,000	\$ 235,850,000	\$ 238,440,000	\$ 241,000,000	\$ 243,610,000	\$ 246,160,000	\$ 2,213,510,000

Notes:
 CMAQ is distributed by population weighted by air quality severity to non-attainment areas. Non attainment areas are designated by EPA.
 These balances do not include Carryover adjustments based on letting adjustments.

District/BPO/Division	Category 6: Structures Replacement and Rehabilitation (Bridges) Funding Summary														TOTALS
	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029					
Bridge Division	\$ 351,750,000	\$ 353,560,000	\$ 355,440,000	\$ 357,380,000	\$ 359,380,000	\$ 361,480,000	\$ 363,610,000	\$ 365,840,000	\$ 368,140,000	\$ 350,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000
Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 351,750,000	\$ 353,560,000	\$ 355,440,000	\$ 357,380,000	\$ 359,380,000	\$ 361,480,000	\$ 363,610,000	\$ 365,840,000	\$ 368,140,000	\$ 350,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,586,560,000

Notes:
 Allocations above reduced for Harbor Bridge which let in FY 2016 - \$97(M) was reduced from FY 2018-2019
 Bridge program is managed by the Bridge Division and includes three programs: Highway Bridge Program, Railroad Grade Separation and Bridge Maintenance and Improvement Program (BIMP). Projects are selected and prioritized based on need.
 These balances do not include Carryover adjustments based on letting adjustments.

Distric/MPO/Division	Category 7 - Metropolitan Mobility/Rehabilitation (STP-MM) Funding Summary												TOTAL \$		
	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029					
(ABU) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATL) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ 35,680,000	\$ 36,230,000	\$ 36,710,000	\$ 37,200,000	\$ 37,680,000	\$ 38,140,000	\$ 38,570,000	\$ 38,970,000	\$ 39,400,000	\$ 39,850,000	\$ 40,280,000	\$ 40,680,000	\$ 41,050,000	\$ 41,380,000	\$ 41,680,000
(BMT & HOU) HGAC TMA	\$ 135,380,000	\$ 137,850,000	\$ 139,680,000	\$ 141,540,000	\$ 143,380,000	\$ 145,120,000	\$ 146,780,000	\$ 148,300,000	\$ 149,830,000	\$ 151,640,000	\$ 153,400,000	\$ 155,100,000	\$ 156,730,000	\$ 158,280,000	\$ 159,750,000
(BMT) IOHRT'S MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRV) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRF) Corpus Christi TMA	\$ 8,380,000	\$ 8,510,000	\$ 8,620,000	\$ 8,740,000	\$ 8,850,000	\$ 8,960,000	\$ 9,060,000	\$ 9,160,000	\$ 9,260,000	\$ 9,360,000	\$ 9,460,000	\$ 9,560,000	\$ 9,660,000	\$ 9,760,000	\$ 9,860,000
(DAL) Fort Worth & Tarrant MPO	\$ 143,330,000	\$ 145,830,000	\$ 147,870,000	\$ 149,840,000	\$ 151,780,000	\$ 153,620,000	\$ 155,380,000	\$ 157,090,000	\$ 158,710,000	\$ 160,350,000	\$ 161,900,000	\$ 163,480,000	\$ 165,080,000	\$ 166,700,000	\$ 168,330,000
(DEL) El Paso TMA	\$ 20,170,000	\$ 20,540,000	\$ 20,810,000	\$ 21,090,000	\$ 21,360,000	\$ 21,620,000	\$ 21,870,000	\$ 22,120,000	\$ 22,340,000	\$ 22,590,000	\$ 22,840,000	\$ 23,090,000	\$ 23,340,000	\$ 23,590,000	\$ 23,840,000
(LBB) Lubbock TMA	\$ 6,180,000	\$ 6,270,000	\$ 6,350,000	\$ 6,440,000	\$ 6,520,000	\$ 6,600,000	\$ 6,670,000	\$ 6,740,000	\$ 6,820,000	\$ 6,900,000	\$ 6,980,000	\$ 7,060,000	\$ 7,140,000	\$ 7,220,000	\$ 7,300,000
(LBB) Lubbock TMA	\$ 6,200,000	\$ 6,310,000	\$ 6,400,000	\$ 6,480,000	\$ 6,560,000	\$ 6,640,000	\$ 6,720,000	\$ 6,790,000	\$ 6,880,000	\$ 6,940,000	\$ 7,000,000	\$ 7,060,000	\$ 7,120,000	\$ 7,180,000	\$ 7,240,000
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Hartigan-San Benito MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Hidalgo County TMA	\$ 19,030,000	\$ 19,380,000	\$ 19,640,000	\$ 19,900,000	\$ 20,160,000	\$ 20,400,000	\$ 20,630,000	\$ 20,850,000	\$ 21,080,000	\$ 21,320,000	\$ 21,560,000	\$ 21,800,000	\$ 22,040,000	\$ 22,280,000	\$ 22,520,000
(PHR) Brownsville TMA	\$ 5,680,000	\$ 5,790,000	\$ 5,860,000	\$ 5,940,000	\$ 6,020,000	\$ 6,090,000	\$ 6,160,000	\$ 6,230,000	\$ 6,290,000	\$ 6,360,000	\$ 6,420,000	\$ 6,490,000	\$ 6,560,000	\$ 6,630,000	\$ 6,700,000
(SLT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 45,820,000	\$ 46,750,000	\$ 47,370,000	\$ 48,000,000	\$ 48,630,000	\$ 49,210,000	\$ 49,780,000	\$ 50,290,000	\$ 50,850,000	\$ 51,430,000	\$ 52,000,000	\$ 52,580,000	\$ 53,160,000	\$ 53,740,000	\$ 54,320,000
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Landon MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(VAC) Killeen-Temple TMA	\$ 5,680,000	\$ 5,790,000	\$ 5,860,000	\$ 5,940,000	\$ 6,020,000	\$ 6,090,000	\$ 6,160,000	\$ 6,230,000	\$ 6,290,000	\$ 6,360,000	\$ 6,420,000	\$ 6,490,000	\$ 6,560,000	\$ 6,630,000	\$ 6,700,000
(VAC) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TKM) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 431,500,000	\$ 439,350,000	\$ 445,170,000	\$ 451,110,000	\$ 456,960,000	\$ 462,490,000	\$ 467,780,000	\$ 472,640,000	\$ 477,830,000	\$ 483,300,000	\$ 488,230,000	\$ 493,300,000	\$ 498,420,000	\$ 503,590,000	\$ 508,810,000

Notes:
 Category 7 distributed to MPO's with urbanized area population over 200,000. Projects are selected by MPOs.
 These balances do not include Carryover adjustments based on letting adjustments.

District/PO/Division	Category 8: Safety Funding Summary												TOTALS		
	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029					
Bridge Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Division	\$ 291,210,000	\$ 289,920,000	\$ 293,920,000	\$ 298,990,000	\$ 303,280,000	\$ 308,580,000	\$ 314,950,000	\$ 320,880,000	\$ 327,130,000	\$ 333,890,000	\$ 340,650,000	\$ 347,410,000	\$ 354,170,000	\$ 360,930,000	\$ 367,690,000
Design Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ 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	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000
Road to Zero - Traffic Division	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000	\$ 300,000,000
Statewide	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000	\$ 15,500,000
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 621,710,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000	\$ 620,420,000

Notes:
 Safety program is managed by the Traffic Division and includes three programs: Highway Safety Improvement Program, Safety Bond Program and Systemic Widening Program. Safety projects are selected based on need measured by the safety improvement index, roadway safety and project-specific characteristics.
 Federal Railway-Highway Safety Program \$15.0(M) per year is administered by the Traffic Division with projects selected based on the railroad crossing index to reduce fatalities, injuries and crashes at public grade crossings.
 Statewide \$15.5(M) per year for Systemic Widening Program is administered by the Traffic Division.
 These balances do not include Carryover adjustments based on letting adjustments.

District/MPO/Division	Category 9: Transportation Alternatives (TA) Set Aside Program												TOTALS		
	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029					
(ABI) Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AMA) Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(ATJ) Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(AUS) CAMPO TMA	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 2,470,000	\$ 24,700,000
(BMT & HOJ) HGAC TMA	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 9,380,000	\$ 93,800,000
(BMD) JOHRT'S MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(BRY) Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(CRP) Corpus Christi TMA	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 5,800,000
(DAL) FTW & PARL NCTCOG TMA	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 9,930,000	\$ 99,300,000
(ELP) El Paso TMA	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 14,000,000
(LRD) Laredo TMA	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 4,300,000
(LUB) Lubbock TMA	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 4,300,000
(ODA) Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PAR) Sherman-Denison MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Harrison San Benito MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(PHR) Hidalgo County TMA	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 1,320,000	\$ 13,200,000
(PHR) Brownsville TMA	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 3,900,000
(SJT) San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(SAT) AAMPO	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 3,180,000	\$ 31,800,000
(TYL) Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(TYL) Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WAG) Kilglen Temple TMA	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 3,900,000
(WAG) Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(WFS) Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
(YKA) Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PTN TA	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 156,200,000
TA Flex	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 455,300,000
Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 910,500,000

Notes:
 TMA allocations represent the TA Distribution to MPOs with urbanized area population over 200,000. The MPOs through a competitive process select TA projects in consultation with TxDOT.
 Public Transportation Division (PTN) manages TA projects for areas with populations below 200,000. TA projects are evaluated, ranked and prioritized by PTN with Texas Transportation Commission selecting projects for funding.
 Statewide TA Flex funding allocations and distribution are at the discretion of the Texas Transportation Commission.
 These balances do not include Carryover adjustments based on letting adjustments.

Category 10: Supplemental Transportation Funding Summary

District/PO/Division	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Arlene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amerillo	\$ -	\$ 470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,820,000
Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Austin	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Byran	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
El Paso	\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000
Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300,000	\$ -	\$ -	\$ -	\$ 2,300,000
Laredo	\$ 7,910,000	\$ 10,000,000	\$ -	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,630,000	\$ 23,290,000
Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Paris	\$ -	\$ -	\$ -	\$ 840,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 840,000
Parrr	\$ 1,500,000	\$ 12,500,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,200,000
San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Railroad Grade Crossing Program	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 35,000,000
Railroad Signal Maintenance Program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 11,000,000
Texas Parks and Wildlife Program	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 100,000,000
Landscape Incentive Awards Program	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 20,000,000
Americans with Disabilities Act	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 150,000,000
PTN ITA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TA Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Green Ribbon	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Strategic Partnership Agreement with RMAs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 74,040,000	\$ 74,570,000	\$ 51,800,000	\$ 54,990,000	\$ 51,600,000	\$ 52,950,000	\$ 53,900,000	\$ 51,600,000	\$ 51,600,000	\$ 54,530,000	\$ 571,580,000

Notes:
 Individual district allocations only include non-federal earmark match and CBI (inclusive of federal & non-federal) authorized amounts.
 These balances do not include Carryover adjustments based on letting adjustments.

District/MP/Division	Category 10: Supplemental Transportation Projects Federal Earmark Funding Summary (Federal Portion Only)												
	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS		
Adilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Armatillo	\$ -	\$ 1,860,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,260,000	\$ -	
Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Austin	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	
Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Dallas	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000	\$ -	
El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,220,000	\$ -	\$ -	\$ -	\$ 9,220,000	\$ -	
Laredo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	
Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Paris	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	
Pharr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
San Angelo	\$ -	\$ -	\$ 1,680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,680,000	\$ -	
San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Traffic Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Highway/Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Railroad Grade Crossing Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Railroad Signal Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Texas Parks and Wildlife Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Landscape Incentive Awards Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PTN TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TA Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Green Ribbon	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Strategic Partnership Agreement with RMAs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staterwide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staterwide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 410,000	\$ 1,860,000	\$ 1,680,000	\$ 1,600,000	\$ -	\$ 5,400,000	\$ 9,220,000	\$ 1,600,000	\$ -	\$ 1,200,000	\$ 22,970,000	\$ -	

Notes:
 Federal Amounts Only
 These balances do not include Carryover adjustments based on letting adjustments.

Category 11 : District Discretionary Funding Summary (Includes Rider 11 and Rider 11B funds and additional annual formula distribution)

District/MPO/Division	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Adilene	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 3,410,000	\$ 34,380,000
Amarillo	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 3,530,000	\$ 36,600,000
Atlanta	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000	\$ 3,730,000	\$ 34,780,000
Austin	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 5,280,000	\$ 6,080,000	\$ 63,600,000
Beaumont	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 3,700,000	\$ 4,050,000	\$ 37,350,000
Brownwood	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,040,000	\$ 3,190,000	\$ 30,550,000
Byram	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 3,750,000	\$ 4,110,000	\$ 37,860,000
Childress	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 2,920,000	\$ 3,030,000	\$ 29,310,000
Corpus Christi	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 3,730,000	\$ 4,080,000	\$ 37,650,000
Dallas	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 7,160,000	\$ 8,490,000	\$ 72,930,000
El Paso	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 13,570,000	\$ 15,430,000	\$ 146,010,000
Fort Worth	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 5,430,000	\$ 6,270,000	\$ 56,140,000
Houston	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 8,210,000	\$ 9,850,000	\$ 83,740,000
Laredo	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 13,210,000	\$ 15,120,000	\$ 136,310,000
Lubbock	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,650,000	\$ 3,980,000	\$ 36,830,000
Lufkin	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,510,000	\$ 33,030,000
Odessa	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 3,760,000	\$ 4,120,000	\$ 37,960,000
Paris	\$ 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	\$ 3,790,000	\$ 35,290,000
Pharr	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 13,930,000	\$ 16,120,000	\$ 149,710,000
San Antonio	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,440,000	\$ 32,510,000
San Angelo	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 6,800,000	\$ 69,360,000
Tyler	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 3,880,000	\$ 4,280,000	\$ 39,200,000
Wichita Falls	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,070,000	\$ 4,520,000	\$ 41,150,000
Yoakum	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,210,000	\$ 3,420,000	\$ 32,310,000
Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 132,500,000	\$ 132,500,000	\$ 102,500,000	\$ 102,500,000	\$ 102,500,000	\$ 102,500,000	\$ 102,500,000	\$ 102,500,000	\$ 102,500,000	\$ 114,000,000	\$ 1,096,500,000

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

District discretionary includes \$2.5 million/year for each district per Rider 11 and additional funding allocated through Category 11 formula based on on-system vehicle miles traveled, on-system lane miles and annual truck VMT. El Paso, Laredo and Pharr include \$10 million each in FY20 and FY21 for Rider 11B Border Infrastructure funding. **These balances do not include carryover adjustments based on letting adjustments.**

Category 11: Energy Sector Funding Summary 10-YR Programming and Planning Summary											
District/MPO/ Division	FY 2020	FY 2021	FY 2022	FY2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Ahlhene	\$ 15,240,000	\$ 13,760,000	\$ 15,730,000	\$ 11,400,000	\$ 9,040,000	\$ 7,080,000	\$ 13,760,000	\$ 13,760,000	\$ 13,760,000	\$ 13,760,000	\$ 127,290,000
Amarillo	\$ 8,410,000	\$ 7,590,000	\$ 8,680,000	\$ 6,290,000	\$ 4,990,000	\$ 3,910,000	\$ 7,590,000	\$ 7,590,000	\$ 7,590,000	\$ 7,590,000	\$ 70,230,000
Atlanta	\$ 4,190,000	\$ 3,790,000	\$ 4,330,000	\$ 3,140,000	\$ 2,480,000	\$ 1,950,000	\$ 3,790,000	\$ 3,790,000	\$ 3,790,000	\$ 3,790,000	\$ 35,050,000
Austin	\$ 2,570,000	\$ 2,300,000	\$ 2,640,000	\$ 1,920,000	\$ 1,520,000	\$ 1,200,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 21,360,000
Beaumont	\$ 4,370,000	\$ 3,950,000	\$ 4,510,000	\$ 3,270,000	\$ 2,590,000	\$ 2,030,000	\$ 3,950,000	\$ 3,950,000	\$ 3,950,000	\$ 3,950,000	\$ 36,520,000
Brownwood	\$ 4,030,000	\$ 3,630,000	\$ 4,150,000	\$ 3,010,000	\$ 2,390,000	\$ 1,870,000	\$ 3,630,000	\$ 3,630,000	\$ 3,630,000	\$ 3,630,000	\$ 33,600,000
Bryan	\$ 7,500,000	\$ 6,770,000	\$ 7,740,000	\$ 5,610,000	\$ 4,460,000	\$ 3,480,000	\$ 6,770,000	\$ 6,770,000	\$ 6,770,000	\$ 6,770,000	\$ 62,630,000
Childress	\$ 3,300,000	\$ 2,980,000	\$ 3,410,000	\$ 2,470,000	\$ 1,960,000	\$ 1,530,000	\$ 2,980,000	\$ 2,980,000	\$ 2,980,000	\$ 2,980,000	\$ 27,570,000
Corpus Christi	\$ 15,680,000	\$ 14,160,000	\$ 16,180,000	\$ 11,730,000	\$ 9,310,000	\$ 7,280,000	\$ 14,160,000	\$ 14,160,000	\$ 14,160,000	\$ 14,160,000	\$ 130,990,000
Dallas	\$ 8,320,000	\$ 7,510,000	\$ 8,580,000	\$ 6,220,000	\$ 4,940,000	\$ 3,860,000	\$ 7,510,000	\$ 7,510,000	\$ 7,510,000	\$ 7,510,000	\$ 69,470,000
El Paso	\$ 6,840,000	\$ 5,840,000	\$ 6,670,000	\$ 4,840,000	\$ 3,840,000	\$ 3,000,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 5,840,000	\$ 54,010,000
Fort Worth	\$ 7,460,000	\$ 6,740,000	\$ 7,700,000	\$ 5,580,000	\$ 4,430,000	\$ 3,460,000	\$ 6,740,000	\$ 6,740,000	\$ 6,740,000	\$ 6,740,000	\$ 62,330,000
Houston	\$ 7,440,000	\$ 6,720,000	\$ 7,680,000	\$ 5,570,000	\$ 4,410,000	\$ 3,460,000	\$ 6,720,000	\$ 6,720,000	\$ 6,720,000	\$ 6,720,000	\$ 62,160,000
Laredo	\$ 18,380,000	\$ 16,590,000	\$ 18,960,000	\$ 13,750,000	\$ 10,900,000	\$ 8,530,000	\$ 16,590,000	\$ 16,590,000	\$ 16,590,000	\$ 16,590,000	\$ 153,470,000
Lubbock	\$ 12,130,000	\$ 10,950,000	\$ 12,510,000	\$ 9,070,000	\$ 7,190,000	\$ 5,630,000	\$ 10,950,000	\$ 10,950,000	\$ 10,950,000	\$ 10,950,000	\$ 101,280,000
Lufkin	\$ 3,190,000	\$ 2,880,000	\$ 3,300,000	\$ 2,390,000	\$ 1,900,000	\$ 1,480,000	\$ 2,880,000	\$ 2,880,000	\$ 2,880,000	\$ 2,880,000	\$ 26,680,000
Oceasa	\$ 63,450,000	\$ 57,280,000	\$ 65,460,000	\$ 47,460,000	\$ 37,640,000	\$ 29,460,000	\$ 57,280,000	\$ 57,280,000	\$ 57,280,000	\$ 57,280,000	\$ 529,870,000
Paris	\$ 5,680,000	\$ 5,130,000	\$ 5,880,000	\$ 4,250,000	\$ 3,370,000	\$ 2,640,000	\$ 5,130,000	\$ 5,130,000	\$ 5,130,000	\$ 5,130,000	\$ 47,460,000
Pharr	\$ 3,930,000	\$ 3,550,000	\$ 4,050,000	\$ 2,940,000	\$ 2,330,000	\$ 1,820,000	\$ 3,550,000	\$ 3,550,000	\$ 3,550,000	\$ 3,550,000	\$ 32,820,000
San Angelo	\$ 14,880,000	\$ 13,440,000	\$ 15,360,000	\$ 11,130,000	\$ 8,830,000	\$ 6,910,000	\$ 13,440,000	\$ 13,440,000	\$ 13,440,000	\$ 13,440,000	\$ 124,310,000
San Antonio	\$ 11,290,000	\$ 10,190,000	\$ 11,650,000	\$ 8,440,000	\$ 6,700,000	\$ 5,240,000	\$ 10,190,000	\$ 10,190,000	\$ 10,190,000	\$ 10,190,000	\$ 94,270,000
Tyler	\$ 5,670,000	\$ 5,120,000	\$ 5,850,000	\$ 4,240,000	\$ 3,360,000	\$ 2,630,000	\$ 5,120,000	\$ 5,120,000	\$ 5,120,000	\$ 5,120,000	\$ 47,350,000
Waco	\$ 3,390,000	\$ 3,060,000	\$ 3,500,000	\$ 2,540,000	\$ 2,010,000	\$ 1,580,000	\$ 3,060,000	\$ 3,060,000	\$ 3,060,000	\$ 3,060,000	\$ 28,320,000
Wichita Falls	\$ 5,500,000	\$ 4,970,000	\$ 5,670,000	\$ 4,110,000	\$ 3,260,000	\$ 2,550,000	\$ 4,970,000	\$ 4,970,000	\$ 4,970,000	\$ 4,970,000	\$ 45,940,000
Yoakum	\$ 13,410,000	\$ 12,100,000	\$ 13,830,000	\$ 10,030,000	\$ 7,950,000	\$ 6,220,000	\$ 12,100,000	\$ 12,100,000	\$ 12,100,000	\$ 12,100,000	\$ 111,940,000
Statewide Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 255,880,000	\$ 231,000,000	\$ 264,000,000	\$ 191,400,000	\$ 151,800,000	\$ 118,800,000	\$ 231,000,000	\$ 231,000,000	\$ 231,000,000	\$ 231,000,000	\$ 2,136,880,000

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

Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FRs previously approved by the Texas Transportation Commission.

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

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

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

RESOURCES AND LINKS

TxDOT:

www.txdot.gov

UNIFIED TRANSPORTATION PROGRAM:

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

UTP, PUBLIC INVOLVEMENT:

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

PROJECT TRACKER:

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

STATEWIDE LONG-RANGE TRANSPORTATION PLAN 2040:

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

TxDOT PERFORMANCE DASHBOARD:

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

DRIVE TEXAS:

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

OneDOT DATA SHOP:

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

PUBLIC HEARINGS & MEETINGS:

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

MY35:

www.my35.org

US 59:

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

US 82:

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

STIP:

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

TxDOT EDUCATIONAL SERIES:

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

PUBLIC TRANSPORTATION DIVISION:

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

MARITIME DIVISION:

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

AVIATION DIVISION:

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

AVIATION CIP:

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

RAIL DIVISION:

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

FREIGHT & MOBILITY PLAN:

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

 website URLs are found on the Resources Page

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AT YOUR SERVICE

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