

**TEXAS TRANSPORTATION COMMISSION**

All Counties

**MINUTE ORDER**

Page 1 of 2

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 2023 UTP was approved by the commission on August 30, 2022, by Minute Order 116292.

The department conducted a statewide virtual public meeting on July 6, 2023, and a statewide virtual public hearing on July 25, 2023, to receive comments and testimony concerning the proposed funding adjustments to certain fiscal year 2023 projects in the 2023 UTP, the development of the 2024 UTP and the project selection process.

The funding adjustments to certain fiscal year 2023 projects in the 2023 UTP, which are attached as exhibit A, include project specific authorizations.

The 2024 UTP, which is attached as exhibit B, authorizes funding for each of the twelve funding categories established by the rules and outlines the various project selection methods. The 2024 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. The funds and projects listed for aviation, public transportation, rail, and state waterways and coastal waters are authorized by separate minute orders and this UTP does not supersede those prior actions.

IT IS THEREFORE ORDERED by the commission that funding adjustments to certain fiscal year 2023 projects in the 2023 UTP, as shown in exhibit A, are hereby approved.

IT IS FURTHER ORDERED that the 2024 UTP, including the project selection process, as shown in exhibit B, is hereby approved and supersedes the previously approved 2023 UTP for fiscal years 2024-2033.

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

TEXAS TRANSPORTATION COMMISSION

All Counties

MINUTE ORDER

Page 2 of 2

All Districts

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 2024 UTP.

Submitted and reviewed by:

DocuSigned by:

*Humberto Gonzalez Jr, P.E.*

F7C3A305BEEB4F2...  
Director, Transportation Planning and  
Programming Division

Recommended by:

DocuSigned by:

*W.D. Willis*

0E1B35AE191749E...  
Executive Director

116522 August 16, 2023

Minute Number	Date Passed
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2024



# UNIFIED TRANSPORTATION PROGRAM





Continuing our investment in transportation is crucial to supporting Texas' population growth, job creation and economic expansion. As one of the fastest growing states in the nation for many years, Texas reached a historic milestone in 2022 by surpassing 30 million in population. Texas also remains an economic engine, as the number one exporting state in the nation and a top destination for business expansions and relocations.

The 2024 Unified Transportation Program (UTP) is TxDOT's program to meet the needs of our high-growth state and is a critical tool in guiding transportation project development for all of Texas, considering the diverse needs of our rural, urban, and metropolitan areas. It reflects a continued focus on improving transportation safety as the top priority, maintaining our current transportation system, addressing traffic congestion, and improving statewide connectivity over the next decade.

The 2024 UTP identifies investments in transportation projects totaling a new record of approximately \$100 billion in infrastructure improvements over the next 10 years, positioning Texas to fully utilize anticipated increases to the state's Proposition 1 and 7 funds dedicated to our transportation projects.

Recognizing that funding levels can change, the UTP does not guarantee that all proposed projects will be built. But this forward-looking program ensures that TxDOT is ready to meet future demand and optimize the hard-earned taxpayer dollars dedicated to transportation. Along with our planning partners around the state, the Texas Transportation Commission and TxDOT are committed to meeting Texas' most crucial transportation needs of today as we plan for the needs of tomorrow fulfilling our mission of "Connecting You With Texas."

A handwritten signature in black ink, appearing to read "J. Bruce Bugg, Jr.", with a long, sweeping underline.

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



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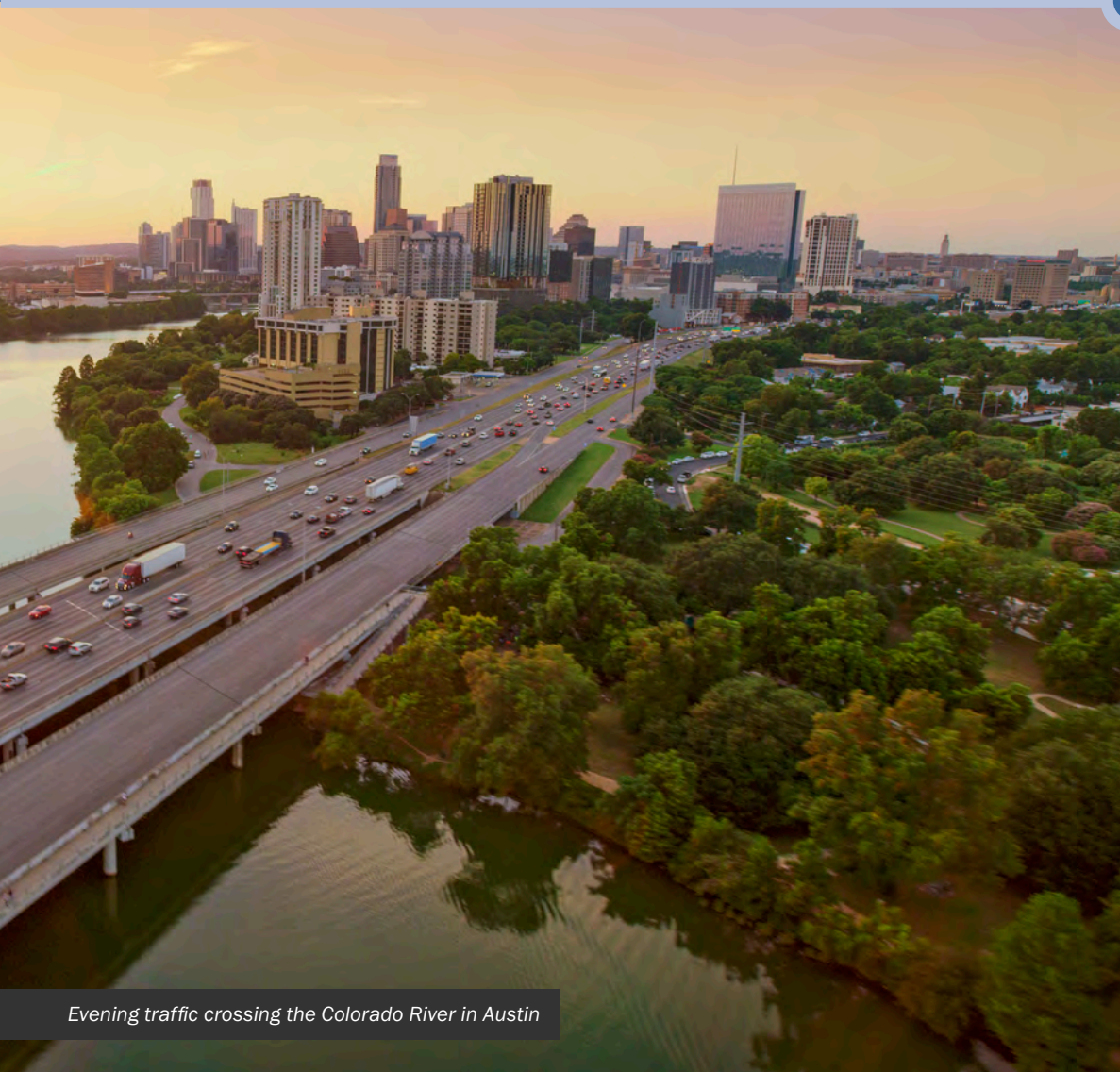
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# TxDOT's MISSION:

*Connecting You With Texas*



Evening traffic crossing the Colorado River in Austin

TxDOT is governed  
by the Texas Transportation Commission.



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



**W. Alvin New**  
Commissioner



**Robert C. Vaughn**  
Commissioner



**Alejandro "Alex" G.  
Meade III**  
Commissioner



**Steven D. Alvis**  
Commissioner



**Marc D. Williams**  
Executive Director

# 01

# INTRODUCTION THE UTP: A SNAPSHOT



## What is the Unified Transportation Program (UTP)?

The UTP is the Texas Department of Transportation's (TxDOT's) 10-year plan that guides the development of transportation projects across the state. Organized into 12 funding categories, the UTP authorizes the distribution of construction dollars expected to be available over the next 10 years.

Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects to begin construction during the next decade. In addition to highway projects, the UTP addresses public transportation, bicycle and pedestrian transportation, maritime transportation, aviation, rail, and freight and international trade. The Texas Transportation Commission approves the UTP annually in accordance with Texas state law, and TxDOT publishes the approved UTP each year.

## How the UTP Benefits Texans

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

- **Transparency:** The program provides an open dialogue with the public that seeks input, outlines how decisions are made, and annually documents results.
- **Accountability:** The UTP creates a road map to track the progress of project and program development, while Project Tracker, TxDOT's publicly accessible online project reporting system, provides a tool to track construction progress once a project reaches that stage.
- **Financial Responsibility:** The UTP process links anticipated future funds to project selection 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.

Annual Stonewall Peach JAMboree and Rodeo



## The UTP Development Process

The UTP development process includes the steps listed below, which are described in more detail in later sections.

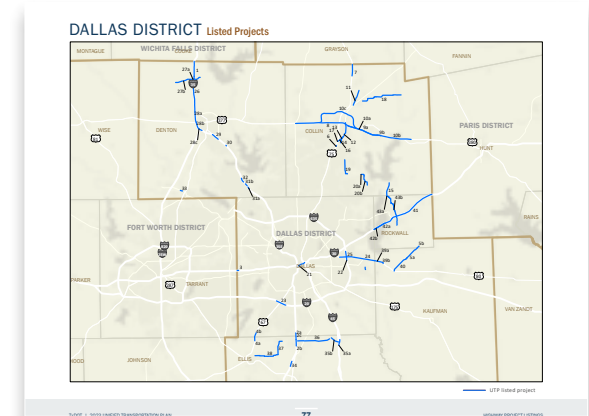
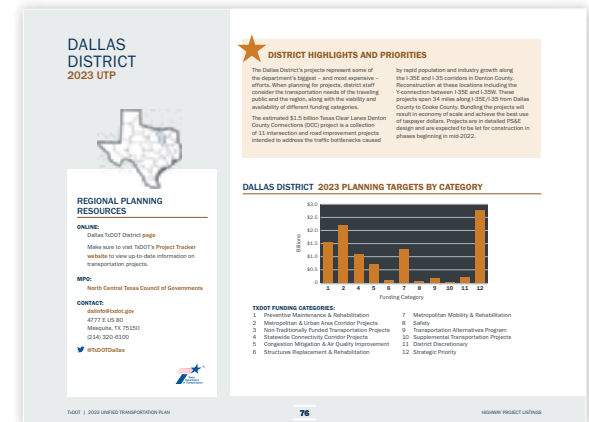
- Establish strategic goals, performance measures, and targets
- Develop the planning cash forecast
- Determine the UTP funding distribution by category
- Release the UTP planning targets
- Prioritize potential transportation projects locally
- Match priority projects to allocated UTP funding
- Select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

## Where to Find Project Information

The outcome of the UTP process is a set of projects TxDOT intends to develop and begin constructing over the next 10 years, as well as the approximate timeline and available funding associated with those projects. The 2024 UTP contains more than 9,000 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's Highway Project Listings. These projects, funded through UTP funding categories 2, 4, and 12, address highway mobility and connectivity and include many projects of significant public interest. TxDOT uses its online portal [Project Tracker](#) to supplement the UTP with information about thousands of additional transportation projects not listed in the document. Project Tracker includes project descriptions, funding information, and construction progress data for projects funded across all 12 UTP funding categories.

## UTP Governance

The development of the UTP is governed by Texas statute (Texas Transportation Code, Chapter 201, Subchapter P), as well as state agency rules (Title 43, Texas Administrative Code, Chapter 16). These laws and rules guide the Texas Transportation Commission and TxDOT through the UTP development process, promoting both coordination with local planning partners and transparency with the public and other stakeholders. The Commission must adopt the UTP no later than August 31 of each year.



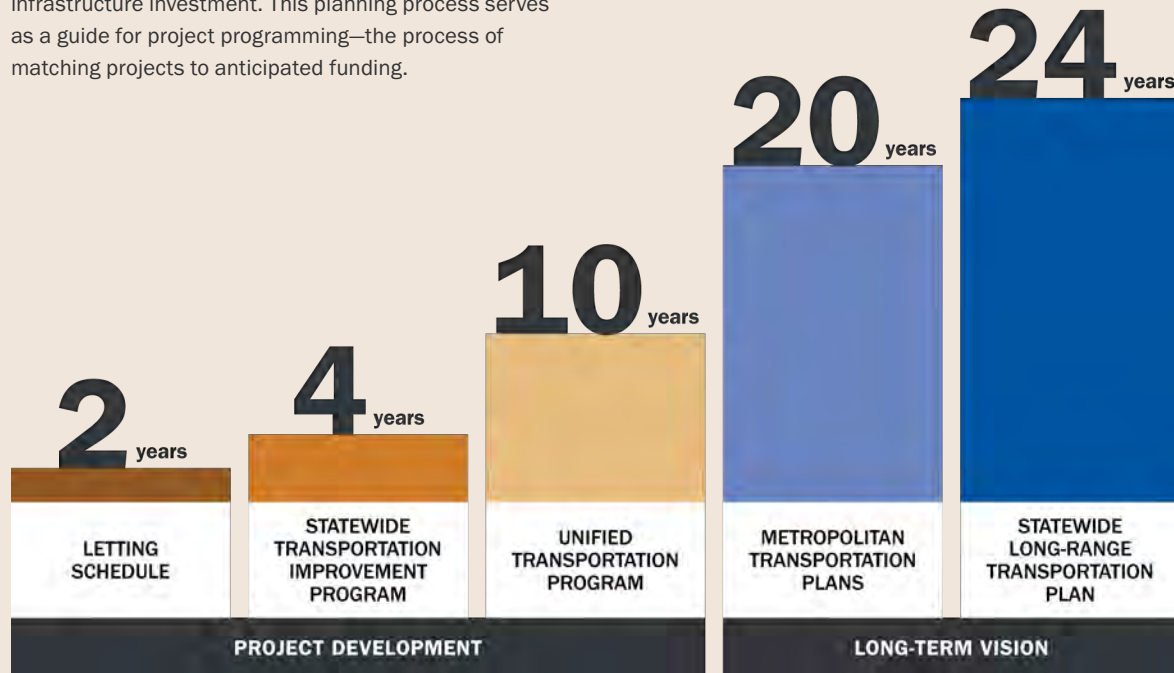
Dallas District factsheet and Listed Projects map. All District sheets and Listed Projects maps can be found in the [Highway Project Listings, pg. 43](#).



# THE TxDOT PLANNING AND PROGRAMMING PROCESS

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

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



**FIGURE 1**  
TxDOT FAMILY OF PLANNING AND PROGRAMMING DOCUMENTS

## STATEWIDE LONG-RANGE TRANSPORTATION PLAN (SLRTP)

**Planning Horizon:** A minimum of 24 years

**Updated:** Every four years

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

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

TxDOT also incorporated rural transportation planning into the TTP 2050 for priority corridors and regions of the state that are not within metropolitan planning organization (MPO) boundaries.



## METROPOLITAN TRANSPORTATION PLANS (MTPs)

**Planning Horizon:** 20 years or more

**Updated:** Every four or five years

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

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

## UNIFIED TRANSPORTATION PROGRAM (UTP)

**Planning Horizon:** 10 years

**Updated:** Annually

**Purpose:** Guide the development of specific transportation projects and programming

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

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

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Planning Horizon:** 4 years

**Updated:** Every two years (as well as quarterly revisions)

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

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

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

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

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



### WHY TxDOT PLANS

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

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

### FEDERAL

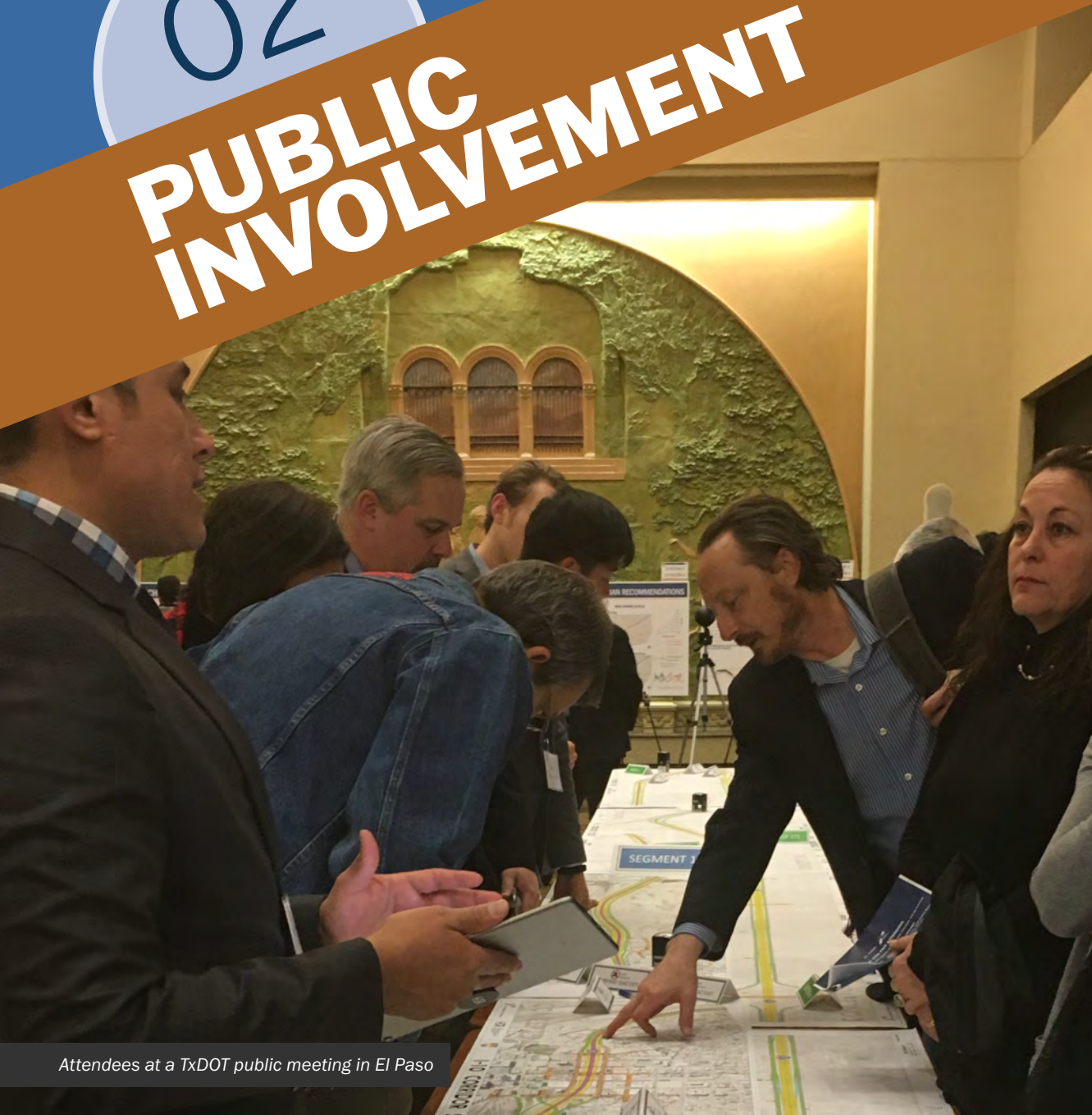
Federal legislation requires MPOs and state departments of transportation to incorporate national performance goals, measures, and targets into their long-range planning. The goal of this federal provision is to better align investments toward achieving progress on national goals. The Statewide Long-Range Transportation Plan (SLRTP) meets these requirements and provides the foundation for the performance-based planning linkages in the UTP.

### STATE

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

Riders disembarking a Capital Metro bus in Austin

# PUBLIC INVOLVEMENT



Attendees at a TxDOT public meeting in El Paso

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.

Comments and input from the general public lead to a more transparent, informed decision-making process. TxDOT strives to engage the public by offering ample opportunity for Texas residents to provide input, listening to comments and suggestions, and working together to create plans.

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

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

## Public Involvement in TxDOT Planning

The Statewide Long-Range Transportation Plan (SLRTP) defines the statewide strategic goals for the state and sets performance measures and targets for the state. Because these goals and targets drive the UTP's funding distribution and project selection, the SLRTP effectively serves as the first opportunity for public input on the UTP. TxDOT is currently working on the most recent update of the SLRTP called Connecting Texas 2050. TxDOT is currently conducting the first round of stakeholder and public engagement with the second round scheduled for early Fall 2023. The input TxDOT receives through these engagement opportunities outlines the long-range planning process and impacts project development as well as investment priorities. The public and other stakeholders can find opportunities to participate in the development of the SLRTP online at <http://www.ConnectingTexas2050.com>.

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

project because it allows TxDOT to tailor projects to the needs of the local community. The likelihood of these projects becoming funded in the UTP increases with local support.

## Public Involvement in the UTP

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

TxDOT staff share all comments received during this period with the appropriate TxDOT district or division if the comments are not directly related to the proposed UTP funding distribution or project funding authorizations. TxDOT also presents the comments received to the Texas Transportation Commission for its consideration prior to final adoption of the UTP. At least 15 days after opening the public comment period, TxDOT also holds a public hearing to receive public comments in the form of individual testimony regarding the UTP.

The [UTP Public Involvement page](#) on TxDOT.gov provides information about upcoming public meetings and hearings and the related comment periods.



## METHODS OF ENGAGING THE PUBLIC

**Public involvement and public input are key components of the development of all TxDOT plans, programs, and projects.**

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

# PUBLIC INFORMATION RESOURCES

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



## Performance

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



## Planning Tools

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

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

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



## Projects

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

Some of TxDOT's projects have their own websites. The [Projects and Studies](#) page lists these roadway-specific resources for projects.

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

# FREQUENTLY ASKED QUESTIONS



## UTP Background

### How does a project get included in the UTP?

The UTP encompasses all projects that TxDOT is currently developing and preparing for construction over the next 10 years. A project is considered to be “in the UTP” if it has been selected for development by TxDOT, a metropolitan planning organization (MPO), or the Texas Transportation Commission; has an expected let date in the next 10 years; and fits within the UTP’s planning targets for anticipated funding. The UTP document only lists a subset of projects (those funded through Categories 2, 4, and 12) that are subject to Texas Transportation Commission concurrence or approval. The UTP’s many additional projects can be found online through TxDOT’s Project Tracker. For more information, see [Developing the UTP, Project Selection and Development, pg. 17](#).

### How are funding levels in the 12 UTP categories determined?

Each year, the Texas Transportation Commission sets the funding distribution strategy for the UTP in an effort to achieve statewide transportation system performance targets. For more information, see [Determine the UTP Funding Distribution by Category, pg. 14](#).

### Which funding categories include Propositions 1 and 7 funding?

Funding from Propositions 1 and 7 is not allocated to specific categories in the UTP. This funding may be used on any eligible non-tolled project that uses state funds. For more information, see [Funding the UTP, TxDOT Funding Sources, pg. 25](#), and [UTP Funding Categories, pg. 27](#).

### What does the name “Unified Transportation Program” mean?

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

## UTP Public Involvement

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

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

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

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

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

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

### When does TxDOT hold public meetings and public hearings?

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

### How does TxDOT gather public input about the UTP?

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

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



# DEVELOPING THE UTP

**T**xDOT uses the Unified Transportation Program (UTP) to look ahead at the next decade of expected transportation funding and prepare the right volume and types of projects for construction. The department updates the plan annually to reflect the latest funding estimate for the next 10-year period. As the outlook for state and federal transportation revenue changes, TxDOT's forecasted funding may go up or down. In turn, the total dollar amount available in the UTP is a direct reflection of this financial forecasting.

The UTP encompasses all projects that TxDOT is developing and readying for construction over the next 10 years. Most projects in the 2024 UTP were originally authorized in past years and are already moving through various stages of project development. However, each year, as hundreds of projects exit the development pipeline and enter the construction phase, the UTP authorizes new projects to begin development based on the availability of additional funding in the latest planning forecast. It also authorizes additional funding on near-term projects to enable them to be fully funded for subsequent inclusion in the Statewide Transportation Improvement Plan (STIP).

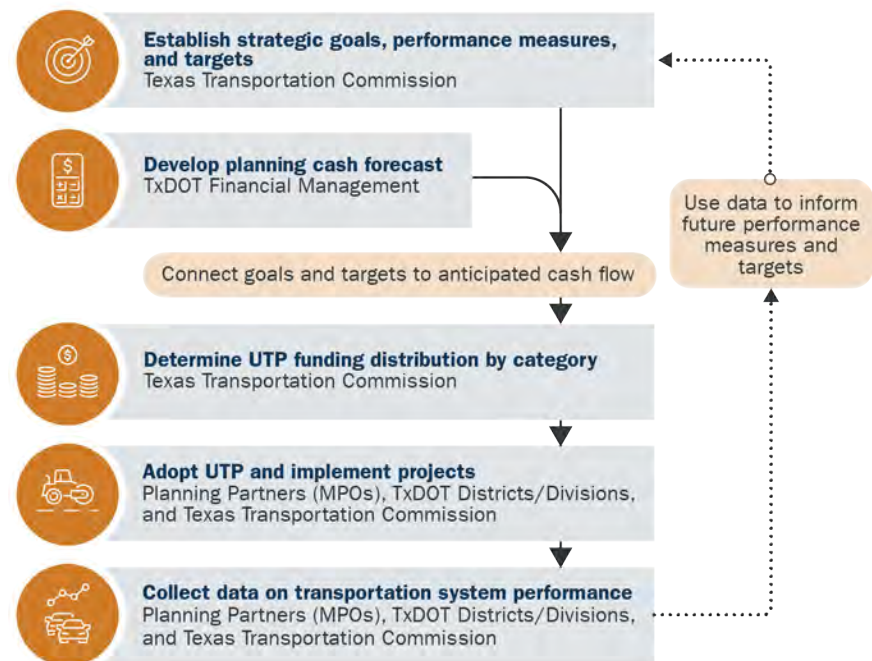
TxDOT works closely with local transportation planning partners, including metropolitan planning organizations (MPOs), at all stages of the UTP development process, from the formation of the funding distribution strategy to the selection of specific transportation projects.

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

bottom up using performance-based measures, as TxDOT and planning partners around the state continually gather information on local transportation needs. TxDOT evaluates numerous candidate projects at the local level and selects those with the highest performance scores and expected return on investment. This approach makes the UTP performance-driven, based on projected improvements to the transportation system.

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

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



# Key UTP Concepts

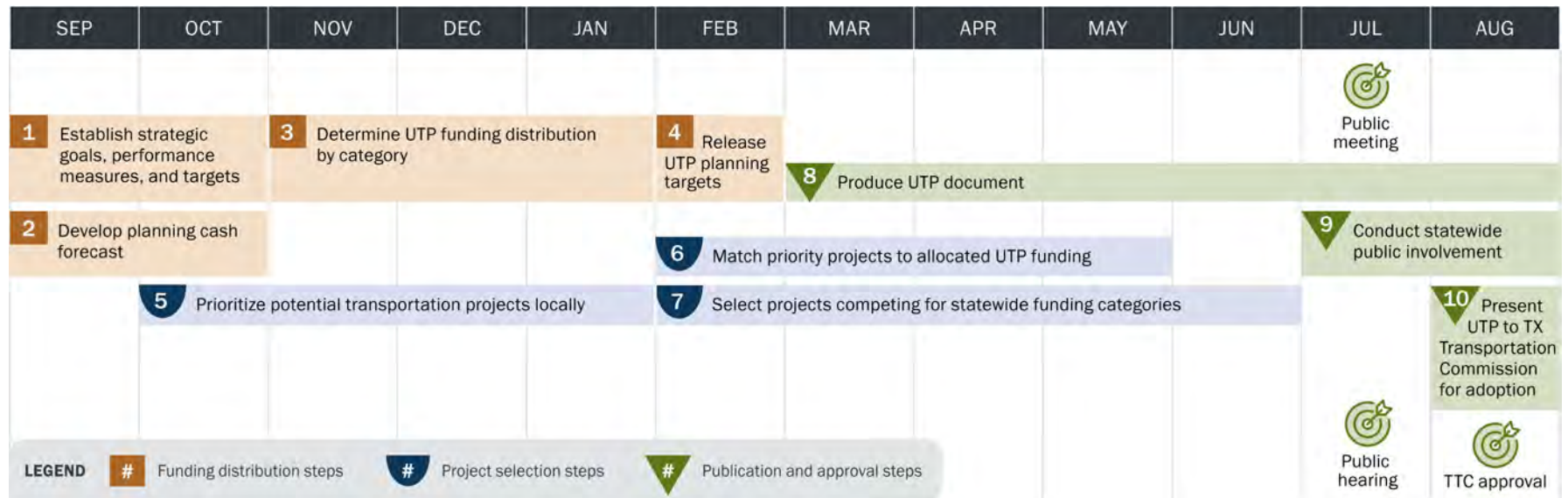
## PERFORMANCE-BASED PLANNING AND PROGRAMMING

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

## 12 UTP FUNDING CATEGORIES

Each of the UTP's 12 funding categories addresses a specific type of project or range of eligible activities, like highway maintenance or rural connectivity. The funding categories are the backbone of the UTP and the structure upon which the plan is built. The Texas Transportation Commission determines funding levels in each UTP category, and this framework allows the Commission to direct the UTP's overall investment strategy based on the current needs of the state. For more details, see [UTP Funding Categories on pg. 27](#).

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



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

# UTP DEVELOPMENT STEPS

## STEP 1: ESTABLISH STRATEGIC GOALS, PERFORMANCE MEASURES, AND TARGETS

Through the Statewide Long-Range Transportation Plan (SLRTP), which covers a minimum 24-year planning horizon, TxDOT sets the long-term transportation priorities for the state. The SLRTP defines three statewide strategic goals for the transportation system: to promote highway safety, preserve existing infrastructure assets, and optimize system performance for drivers in urban and rural areas. The SLRTP also establishes six performance measures and targets – fatalities per year, fatality rate, pavement condition, statewide bridge condition score,

urban congestion, and the rural reliability index – to achieve these goals. The UTP forecasts 10-year targets for these performance measures that are consistent with the targets adopted in the SLRTP (see Fig. 4). As the foundation of the UTP development process, these goals, performance measures, and targets drive all subsequent funding distribution and project selection in the UTP.

## STEP 2: DEVELOP THE PLANNING CASH FORECAST




Another foundational element of the UTP is the planning cash forecast, which determines how much money is available for the 10-year UTP planning period. Each year, TxDOT's Financial Management Division estimates the revenue expected to be available to TxDOT for transportation project construction over the next 10 years. These revenues come primarily from a mix of state funds that must be appropriated by the Texas Legislature (including state motor fuels taxes, sales taxes, oil and gas production taxes, and vehicle registration fees) and federal highway funds that must be appropriated by Congress. While the forecast assesses all potential sources of funding, the UTP focuses on the uses of funding, assigning category funding to individual projects but not designating funding sources to individual projects.

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

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

For more information, see [Funding, pg. 21](#).

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

STRATEGIC PLAN GOAL	PERFORMANCE VISION	PERFORMANCE MEASURES	2033 TARGET
<b>PROMOTE SAFETY</b> 	Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education	<b>SAFETY:</b> FATALITIES/YR	<b>2,031</b>
		<b>SAFETY:</b> FATALITY RATE	<b>0.58</b>
<b>PRESERVE OUR ASSETS</b> 	Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement	<b>PRESERVATION:</b> PAVEMENT CONDITION	<b>90%</b>
		<b>PRESERVATION:</b> STATEWIDE BRIDGE CONDITION SCORE	<b>90%</b>
<b>OPTIMIZE SYSTEM PERFORMANCE</b> 	Enhance mobility, connectivity, and mitigate congestion through targeted infrastructure and operational improvements	<b>CONGESTION:</b> URBAN CONGESTION	<b>1.20</b>
		<b>INDEX CONNECTIVITY:</b> RURAL RELIABILITY INDEX	<b>1.12</b>

### STEP 3: DETERMINE THE UTP FUNDING DISTRIBUTION BY CATEGORY

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

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

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

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

TxDOT estimates the effects of each scenario toward achieving the transportation system's targets. Given funding constraints, it may not be possible to fully attain all six targets within a single UTP. As a result, the funding distribution strategy may change from year to year to 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.

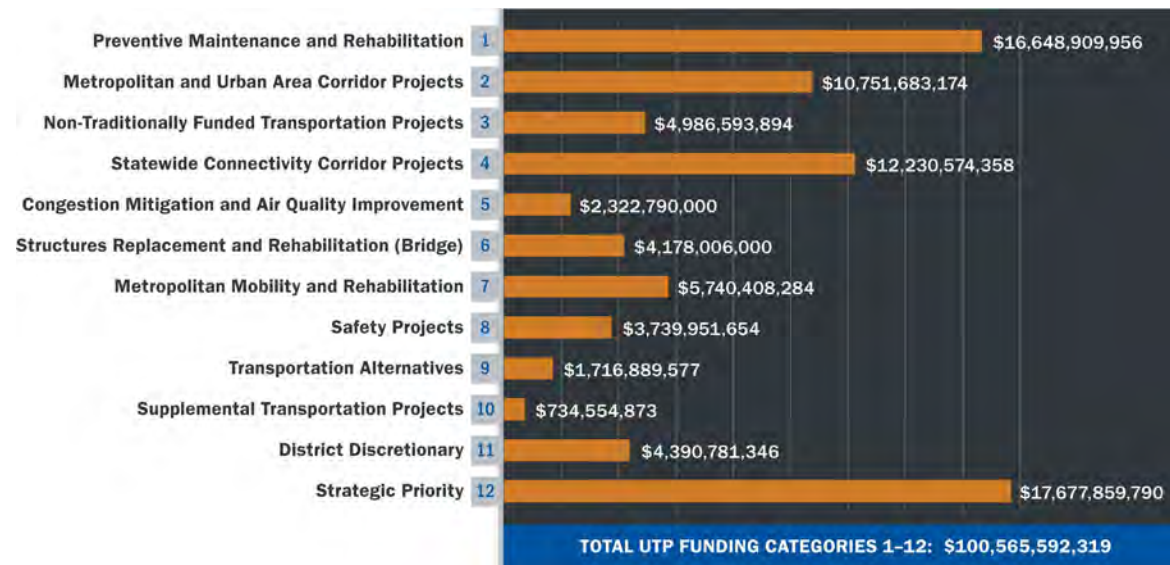
For the 2024 UTP, the Commission selected the distribution outlined in Figure 5. The following factors were considered in setting the UTP funding levels by category:

- Amounts in Categories 5, 7, and 9 reflect mandated funding levels from certain federal highway programs. Category 10 is largely set by legislative and federal requirements.
- Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. To determine the amount in Category 12, TxDOT's Financial Management Division calculates 10% of the

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

- To address preservation and safety, the Commission opted to increase investment levels in Categories 1, 6, 8, and 11—the categories focused on those strategic goals.
- Remaining forecast dollars were distributed to Categories 2 and 4 to address mobility needs.
- Category 3 is not set by the Commission, but rather reflects the total amount of non-traditional funds programmed on TxDOT projects, such as funding contributed by local governments.

**FIGURE 5**  
**2024 UTP FUNDING DISTRIBUTION BY CATEGORY**



#### STEP 4: RELEASE THE UTP PLANNING TARGETS

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

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

#### STEP 5: PRIORITIZE POTENTIAL TRANSPORTATION PROJECTS LOCALLY

Districts and MPOs continually evaluate needs on the state highway system and identify locations with critical safety, preservation, or mobility issues. They also identify needs through long-range planning and public involvement. (For more see [Identifying Potential Transportation Projects, pg. 17](#)).

The diverse geographic regions of Texas have different transportation needs. While some areas focus on relieving urban congestion, others need to address rural highway capacity or the impacts of energy industry traffic. Accordingly, TxDOT districts and MPOs customize their own metrics for identifying the most important transportation projects in their respective regions.

However, all evaluation criteria must align with TxDOT's statewide strategic goals, performance measures, and targets for the transportation system.

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

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

#### STEP 6: MATCH PRIORITY PROJECTS TO ALLOCATED UTP FUNDING

Once a project is selected, TxDOT refines the construction cost estimate and identifies potential funding. The process of matching selected transportation projects to available funds is known as programming.

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



Rolling hills along Texas State Highway 118 with McDonald Observatory in the distance

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

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

### **STEP 7: SELECT PROJECTS COMPETING FOR STATEWIDE FUNDING CATEGORIES**

Projects funded through certain statewide categories are selected by TxDOT divisions with corresponding specializations. For example, TxDOT's Bridge Division manages Category 6 – Bridge based on measures of bridge conditions around the state. For statewide mobility categories in which the Texas Transportation Commission selects projects (Categories 2, 4, 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 targets, and address various logistical and strategic considerations. The Commission uses this information to inform its final selection decisions.

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

### **STEP 8: PRODUCE UTP DOCUMENT**

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

### **STEP 9: CONDUCT STATEWIDE PUBLIC INVOLVEMENT**

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

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

### **STEP 10: PRESENT THE UTP TO THE TEXAS TRANSPORTATION COMMISSION FOR ADOPTION**

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

## **Ongoing UTP Management**

### **TRANSPORTATION SYSTEM PERFORMANCE MANAGEMENT**

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

### **UTP PORTFOLIO MANAGEMENT**

In addition to the UTP's annual development and adoption cycle, TxDOT must actively manage the statewide portfolio of planned transportation projects year-round. The UTP's collection of more than 9,000 projects is large and dynamic. Cost estimates, schedules, and development risks may change for a number of projects throughout the year.

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

## Project Selection and Development

### IDENTIFYING POTENTIAL TRANSPORTATION PROJECTS

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

MPOs, whose boards include local elected officials, are particularly familiar with the unique transportation needs of their areas and play a major role in determining potential projects. TxDOT and the state’s MPOs produce plans that evaluate the existing transportation network, forecast future travel demand, and incorporate public opinion. Additionally, any elected official or resident may directly contact TxDOT or its planning partners about a transportation issue.

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

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



**TABLE 1**  
**PROMOTE SAFETY**  
**VISION: REDUCE CRASHES AND FATALITIES**

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



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

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



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

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



## Scoring and Prioritizing Projects

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

### DISTRICTS AND MPOs

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

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

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

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

### STATEWIDE

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

First, the TPP Division evaluates each candidate project based on its alignment with current statewide priorities and transportation system needs. Scoring criteria include safety (crash data), preservation (pavement and bridge conditions), congestion (traffic metrics), connectivity (priority statewide corridors), and the economy (local population, employment, and freight volumes).

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

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

**FIGURE 6**  
**PROJECT SELECTION METHODOLOGY**



## Advancing Projects through the UTP

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

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

### PLAN AUTHORITY (OUTSIDE THE UTP)

Plan Authority is the staging area for proposed future projects or projects with long-term preliminary development needs. At this point, a project may not yet be fully scoped, and funds may only be used for feasibility studies and certain limited development activities. Many projects in Plan Authority will eventually enter the UTP development pipeline and be authorized for expenditures. Other proposed projects may be reconsidered or eliminated based on changing priorities.

### DEVELOP AUTHORITY (UTP YEARS 5-10)

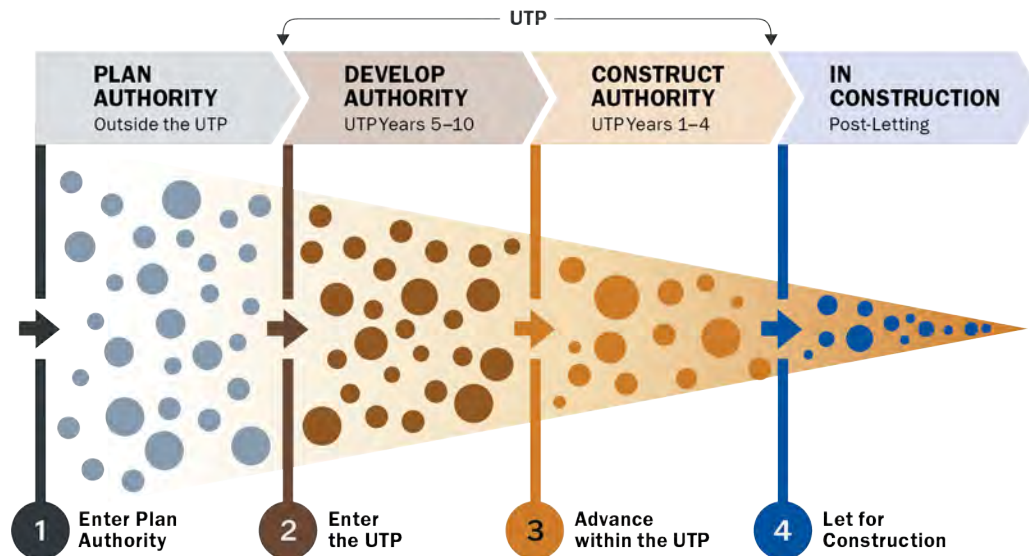
Projects in Develop Authority are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. To advance into Develop Authority, a project must rank highly among other potential projects at the regional level, and the project's estimated construction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

### CONSTRUCT AUTHORITY (UTP YEARS 1-4)

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

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

**FIGURE 7**  
A PROJECT'S PATH THROUGH THE UTP



# FUNDING THE UTP



Bluebonnets along a roadside in rural Texas

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

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

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

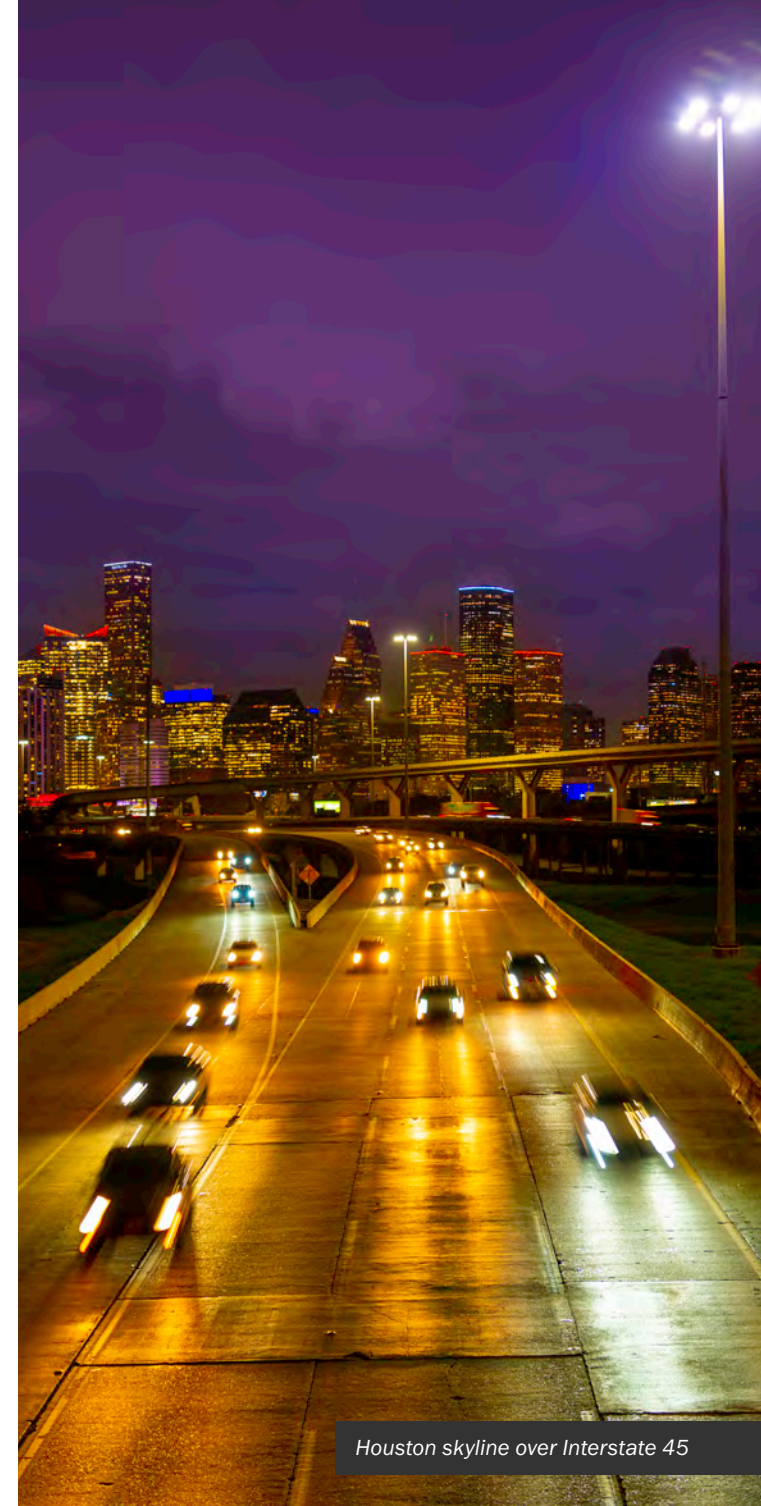
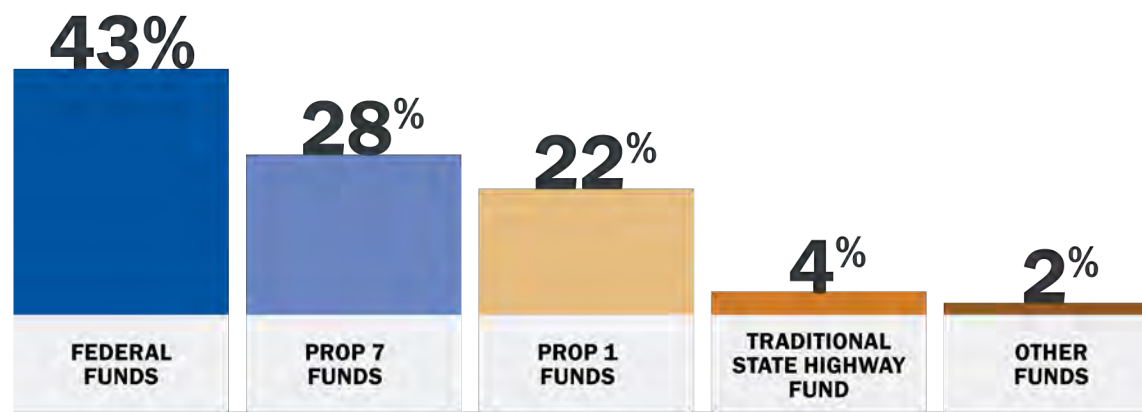
## The Complexity of Transportation Funding

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

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

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

**FIGURE 8**  
TxDOT FUNDING SOURCES FOR 2024 UTP



Houston skyline over Interstate 45

# Cash Forecast

## FORECAST FOUNDATIONS

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

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

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

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

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

## PLANNING CASH FORECAST

At the beginning of each fiscal year, FIN produces the Planning Cash Forecast, which estimates cash flow over the next 10 years. The projected revenue forms the foundation of the UTP by setting the funding limits for the plan. Given that many factors could change over the course of a decade, TxDOT must make assumptions

about the future performance of its funding sources when generating this forecast.

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

The forecast process balances the risk of unpredictable cash flow with the need to prepare for potential future funding. While a more conservative baseline cash forecast is prepared using current law and assumptions with historically lower variability, the Planning Cash Forecast incorporates additional assumptions that allow TxDOT to plan for less predictable funding sources, and to be prepared if eventual funding levels exceed the baseline projections. However, the forecast, like the UTP, does not guarantee funding will ultimately be available for any specific project.

## FORECAST ASSUMPTIONS

**Traditional State Highway Fund.** Developed in fall 2022, the Planning Cash Forecast for the 2024 UTP incorporates recent historical trends and anticipated future growth rates to project revenues from the state motor fuels tax, vehicle registration fees, and other traditional State Highway Fund sources. The state motor fuels tax, which is the largest state revenue source for the State Highway Fund, has historically been more predictable than other funding streams, as it tracks closely with state population and economic growth.

Economic conditions, however, are one of the primary factors potentially affecting future State Highway Fund levels. Fluctuations in the broader economy can impact



Near rural Vega, Texas, an oversized load is transported by a semi-truck near wind turbines

purchases of gasoline and diesel as well as passenger and commercial vehicles, which can in turn impact related tax collections.

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

For the Planning Cash Forecast, Proposition 1 transfer projections were based on the Texas Comptroller's latest Revenue Estimate. Transfer projections for later years were based on a hypothetical 10-year historical average assuming Proposition 1 had been in place for all the previous 10 years.

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

**Proposition 7** is a constitutional amendment passed by Texas voters in 2015 that dedicates a portion of the state's general sales tax and motor vehicle sales tax revenues to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. Effective FY 2018, once statewide collections exceed \$28 billion, up to \$2.5 billion from the general sales tax is transferred to the State Highway Fund each year. Effective FY 2020, a portion of the motor vehicle sales tax is transferred to the State Highway Fund once statewide collections from that tax exceed \$5 billion.

Factors potentially affecting future Proposition 7 funding levels include the possibility of state sales tax and motor

vehicles tax collections falling short of expectations, as well as provisions in state law allowing the Texas Legislature to reduce Proposition 7 appropriations by up to 50 percent in any given year, or to appropriate Proposition 7 funds to repay debt on past transportation bonds.

**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 Infrastructure Investment and Jobs Act (IIJA), as well as updated projections for federal motor fuels tax collections. IIJA expires in September 2026, but for planning purposes the forecast assumes that federal funding will continue through FY 2033 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 forecast's estimate of future expenditures. For the 2024 UTP Planning Cash

Forecast, expenditure projections were updated for future and active projects, including pass-through finance, existing design-build, comprehensive development agreement, and other non-traditional projects.

### TRANSPORTATION DEVELOPMENT CREDITS (TDCs)

Transportation development credits, or toll credits, allow states to maximize the use of federal transportation funds in place of traditionally required state or local matching dollars. Credits are earned when a state or toll entity funds a capital transportation investment with toll revenues from existing toll facilities. In Texas, 75 percent of credits are allocated to the MPO in whose region they were earned and 25 percent are allocated on a competitive statewide basis. TDCs give TxDOT flexibility in determining which projects use state and local share and which will be 100 percent federally funded, but the credits do not increase the total potential funding in the UTP.

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

#### BALANCES AS OF MARCH 2023

ACCOUNT	ACCOUNT BALANCE (\$)
Capital Area Metropolitan Planning Organization	789,936,151
Houston-Galveston Area Council of Governments	1,001,645,135
North Central Texas Council of Governments	724,811,299
Statewide	515,594,137
Public Transit	20,000,000
<b>Total</b>	<b>3,051,986,722</b>

#### AUTHORIZATIONS FOR STATEWIDE TDCs

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

TDC AUTHORIZED USES	ANNUAL LIMIT (\$)
Projects eligible for Surface Transportation Program	75,000,000
Projects eligible for National Highway Performance Program	75,000,000
Projects eligible for Highway Safety Improvement Program	20,000,000
Projects eligible for Public Transportation Program	20,000,000
<b>Total</b>	<b>190,000,000</b>

# TxDOT Funding Sources

## FEDERAL FUNDS

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

## STATE FUNDS

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

## OTHER STATE AND LOCAL FUNDS

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

## FUNDING SOURCES IN UTP CATEGORIES

The UTP is organized into 12 funding categories, each one addressing a specific type of project or range of eligible activities. The funding within most categories comes from a mixture of state and federal sources (Table 5). The UTP does not separate state funding sources into distinct categories. Rather, traditional State Highway Fund revenues and Proposition 1 and 7 funds are spread across all state-funded categories. Some

federal programs, like the Surface Transportation Block Grant (STBG), flow through nearly all categories, while other narrower programs, like Congestion Mitigation and Air Quality Improvement (CMAQ), can only be used toward certain UTP categories. This determination is made based on the requirements of each federal program and the types of projects that are eligible under each UTP funding category. For more information, see [Table 14, pg. 191](#).

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

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

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

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

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

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

### FROM FORECAST TO UTP

In the Planning Cash Forecast, TxDOT estimates that approximately \$95.6 billion will be available for construction projects over the next 10 years (see Table 6). That dollar amount has been distributed among the funding categories in the 2024 UTP – excluding Category 3. While the combined total of Categories 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, and 12 equals the forecast \$95.6 billion, an additional \$5 billion of non-traditional funds are included in the UTP through Category 3. These funds are not part of the forecast, because they come from sources outside the regular scope of TxDOT funding, such as one-time contributions from local governments. As a result, the total dollar amount in the 2024 UTP is approximately \$100.6 billion when Category 3 is included.

For more information about UTP funding categories, see [pg. 27](#).

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

**TABLE 6**  
**TxDOT PLANNING CASH FORECAST – 2024 UTP**

FISCAL YEAR	TRADITIONAL STATE HIGHWAY FUND <sup>1</sup>	TEXAS MOBILITY FUND <sup>4</sup>	PROPOSITION 1 <sup>2</sup>	PROPOSITION 7 <sup>3</sup>	TOTAL AVAILABLE
FY 2024	5,129,372,682	1,000,000,000	2,611,765,343	3,809,538,411	12,550,676,436
FY 2025	3,974,107,974	1,000,000,000	2,878,956,000	4,653,751,487	12,506,815,461
FY 2026	4,678,672,030		3,034,204,000	2,178,345,624	9,891,221,654
FY 2027	4,615,228,435		2,101,120,000	2,350,817,312	9,067,165,748
FY 2028	4,375,713,440		2,101,120,000	2,442,112,323	8,918,945,763
FY 2029	4,724,807,541		1,688,080,000	2,126,050,439	8,538,937,980
FY 2030	4,448,400,489		1,688,080,000	2,600,718,039	8,737,198,528
FY 2031	4,454,152,612		1,688,080,000	2,449,604,162	8,591,836,774
FY 2032	4,473,676,343		1,688,080,000	2,143,118,196	8,304,874,539
FY 2033	4,670,866,051		1,688,080,000	2,112,379,491	8,471,325,542
<b>Total</b>	<b>45,544,997,597</b>	<b>2,000,000,000</b>	<b>21,167,565,343</b>	<b>26,866,435,485</b>	<b>95,578,998,425</b>

1. Baseline cash forecast includes \$250 million of federal redistribution in FY2024 and estimated federal funds levels from the Infrastructure Investment and Jobs Act (IIJA) for years FY2024–FY2026. Planning forecast includes estimated federal redistribution of \$400 million in FY2024 and \$250 million in FY2025–FY 2028. The Planning Forecast assumes that estimated IIJA obligation authority FY2026 levels are maintained thru FY2033. Approximately 77.5% of those federal funds are allocated towards project awards (lettings). For planning purposes, \$30 million of discretionary funding is included thru FY2028.

2. The FY2024 transfer was projected based on the FY2023 oil and natural gas production revenue levels from the Comptroller’s July 2022 Certification Revenue Estimate (CRE) Revision. Proposition 1 transfers are contingent on future oil and gas production tax revenue levels as well as possible future legislative action. FY2025–FY2028 were estimated based on a five year average of actual and potential transfers (FY2020–FY2024), and excluding the highest/lowest transfers within that five year period. FY2028–FY2033 applies the same projection methodology but using a ten year average (2015–2024). Eighty percent of transfers are shown as available for letting. Proposition 1 transfers are set to expire in FY2035 pursuant to SB 962, 86th Legislature.

3. Proposition 7 projections for Sales & Use taxes and Motor Vehicle Sales (MVST) taxes are based on the Comptroller’s July 2022 CRE revised estimates. Currently, pending additional Legislative action, the MVST portion of Proposition 7 is scheduled to expire in FY2029 and Sales & Use taxes in FY2032. However, the Planning Forecast assumes these revenue sources will continue through FY2033 for planning purposes only.

4. Estimated Texas Mobility Fund bond proceeds (HB 2219, 87th Legislature).



# UTP FUNDING CATEGORIES



Roadwork safety sign in Ozona along Interstate 10

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

The Texas Transportation Commission sets broad investment levels for the UTP by determining how much funding goes into each category. Once the available funding is distributed across the categories, selected projects are matched to eligible funds. A single project may be funded from multiple categories, based on the type of project and its characteristics. Projects are selected by metropolitan planning organizations (MPOs), TxDOT districts, certain TxDOT divisions, or the Texas Transportation Commission, depending on the category. In addition, categories may be either project-specific or based on allocations. Funding in project-specific categories is awarded to individual projects around the state, while allocation categories are distributed by formula to TxDOT districts or divisions, which subsequently manage the project selection and programming. The following pages outline the rules for each category.

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

**TABLE 7**  
**COMMON PROJECT TYPES IN THE UTP FUNDING CATEGORIES**

The following tables list the most common project types funded through each category in the 2024 UTP and the statewide strategic goals that each project type addresses. All 12 UTP funding categories address all three strategic goals to varying degrees.

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING: PROMOTE SAFETY	STRATEGIC GOAL RANKING: PRESERVE OUR ASSETS	STRATEGIC GOAL RANKING: OPTIMIZE PERFORMANCE
Category 1: Preventive Maintenance and Rehab	Road surface treatment	31%		1	2
	Road rehab and restoration	30%		1	2
	Rural passing lanes (Super 2)	5%	2		1
	Traffic signals, lighting, signs	3%	1		2
	All other project types	31%			
Category 2: Metropolitan and Urban Corridors	Widening (freeway or non-freeway)	65%	2	2	1
	Freeway interchanges	18%	2		1
	Roadway operational improvements	9%	2		1
	All other project types	8%			
Category 4: Connectivity Corridors	Widening (freeway or non-freeway)	59%	2	2	1
	New-location highway	14%			1
	Roadway operational improvements	12%	2		1
	Freeway interchanges	10%	2		1
	All other project types	6%			
Category 5: Congestion Mitigation and Air Quality	Roadway operational improvements	28%	2		1
	Freeway interchanges	22%	2		1
	Bike and pedestrian infrastructure	20%	1		2
	Public transit, commute alternatives	18%			1
	Traffic mgmt. technology and signals	9%	2		1
All other project types	4%				
Category 6: Structures (Bridge)	Bridge replacement	91%	2	1	
	Bridge rehab or widening	4%	2	1	2
	Bridge maintenance	3%		1	
	All other project types	2%			
Category 7: Metropolitan Mobility and Rehab	Widening (freeway or non-freeway)	48%	2	2	1
	New-location urban roadway	12%			1
	Roadway operational improvements	11%	2		1
	Freeway interchanges	8%			1
	Road rehab and restoration	5%		1	2
All other project types	16%				

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING: PROMOTE SAFETY	STRATEGIC GOAL RANKING: PRESERVE OUR ASSETS	STRATEGIC GOAL RANKING: OPTIMIZE PERFORMANCE
Category 8: Safety	Safety improvement projects:	100%			
	Medians and safety barriers	100%	1		
	Intersections and rail crossings	100%	1		2
	Turn lanes and shoulders	100%	1	2	2
	Traffic signals, lighting, signs	100%	1		2
	All other project types	100%			
	Category 9: Transportation Alternatives	Bike and pedestrian infrastructure	51%	1	
	Safety rest areas	44%	1		
	All other project types	5%			
Category 10: Supplemental Transportation Programs	Coastal ferry facilities	29%		2	1
	Culverts and storm drainage	16%	2	1	
	Sidewalks and curb ramps	15%	1		
	Widening (freeway or non-freeway)	9%		1	
	State park roads and parking lots	6%		1	
	All other project types	25%			
Category 11: District Discretionary	Road rehab and restoration	23%		1	2
	Widening (freeway or non-freeway)	21%	2	2	1
	Rural passing lanes (Super 2)	17%	2		1
	Road surface treatment	14%		1	2
	New-location highway	9%			1
	All other project types	16%			
Category 12: Strategic Priority	Widening (freeway or non-freeway)	76%	2	2	1
	Freeway interchanges	9%	2		1
	New-location highway	7%			1
	All other project types	8%			

Note: 1 = Primary goal addressed; 2 = Secondary goal addressed

# 2024 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><b>Preventive Maintenance</b> Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p><b>Rehabilitation</b> Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p><b>Preventive Maintenance</b> A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> <li>65% On-system lane miles</li> <li>33% Pavement distress score factor</li> <li>2% Square footage of on-system bridge deck area</li> </ul> <p><b>Rehabilitation</b></p> <ul style="list-style-type: none"> <li>32.5% Three-year average lane miles of pavement with distress scores &lt;70</li> <li>20% Vehicle miles traveled per lane mile (on system)</li> <li>32.5% Equivalent single-axle load miles (on and off system and interstate)</li> <li>15% Pavement distress scores pace factor</li> </ul> <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

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

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p><b>Category 2 Metropolitan (2M)</b> Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> <li>30% Total vehicle miles traveled (on and off system)</li> <li>17% Population</li> <li>10% Lane miles (on system)</li> <li>14% Truck vehicle miles traveled (on system)</li> <li>7% Percentage of census population below the federal poverty level</li> <li>15% Based on congestion</li> <li>7% Fatal and incapacitating crashes</li> </ul> <p><b>Category 2 Urban (2U)</b> Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <ul style="list-style-type: none"> <li>20% Total vehicle miles traveled (on and off system)</li> <li>25% Population</li> <li>8% Lane miles (on system)</li> <li>15% Truck vehicle miles traveled (on system)</li> <li>4% Percentage of census population below the federal poverty levels</li> <li>8% Centerline miles (on system)</li> <li>10% Congestion</li> <li>10% Fatal and incapacitating crashes</li> </ul>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see <a href="#">pg. 29</a>), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide  
Connectivity  
Corridor  
Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> <li>- Texas Highway Trunk System</li> <li>- National Highway System (NHS)</li> <li>- Connections to major seaports or border crossings</li> <li>- National Freight Network</li> <li>- Hurricane evacuation routes</li> </ul> <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> <li>- Mobility corridors: High-traffic routes with potential need for additional roadway capacity</li> <li>- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided</li> <li>- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains</li> </ul>	<p><b>Category 4 Rural Connectivity</b> Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p><b>Category 4 Urban Connectivity</b> Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>

FUNDING CATEGORY

5

Congestion  
Mitigation  
and Air Quality  
Improvement

FUNDING CATEGORY

6

Structures  
Replacement  
and  
Rehabilitation  
(Bridge)

FUNDING CATEGORY

7

Metropolitan  
Mobility and  
Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p><b>Highway Bridge Program</b> For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><b>Bridge Maintenance and Improvement Program</b> For rehabilitation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program</b> For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT’s Bridge Division, which selects projects statewide.</p>	<p><b>TxDOT’s Bridge Division</b> selects projects using a performance-based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p><b>Bridge Maintenance and Improvement</b> projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p><b>Bridge System Safety</b> projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p><b>Highway Safety Improvement Program (HSIP)</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p><b>Systemic Widening Program (SSW)</b> Statewide program to fund the widening of high-risk narrow highways on the state highway system.</p> <p><b>Road to Zero (RTZ)</b> Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide.</p>	<p><b>HSIP</b> Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p><b>Road to Zero</b> Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 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, MPOs, and FHWA.</p> <p>TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT’s Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p><b>Supplemental Transportation Projects (Federal)</b> Federal discretionary and congressional high-priority projects.</p> <p><b>Carbon Reduction Program (CRP)</b> Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</p> <p><b>Federal Lands Access Program (FLAP)</b> Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p><b>Green Ribbon Program</b> Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA) Pedestrian Program</b> Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p> <p><b>Landscape Incentive Awards</b> Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	<p><b>Supplemental Transportation Projects (Federal)</b> Directed by federal legislation.</p> <p><b>Carbon Reduction Program</b> TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.</p> <p><b>Federal Lands Access Program</b> Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Per Rider 21(c), funding is distributed as a statewide allocation.</p> <p><b>Green Ribbon Program</b> Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p><b>Landscape Incentive Awards</b> Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Condition of crossing’s riding surface and benefit to cost per vehicle using crossing.</p> <p><b>Railroad Signal Maintenance Program</b> Based on number of crossings and type of automatic devices present at each.</p>	<p>For <b>CRP</b>, statewide projects are administered by TxDOT’s Transportation Planning &amp; Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>For <b>FLAP</b>, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p><b>The Texas Parks and Wildlife Department (TPWD)</b> selects State Park Roads projects in coordination with TxDOT districts.</p> <p><b>Green Ribbon</b> allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p><b>ADA</b> projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.</p> <p><b>Landscape Incentive Awards</b> are managed by the TxDOT Design Division.</p>



FUNDING CATEGORY

10

Supplemental  
Transportation  
Programs

(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p><b>Railroad Signal Maintenance Program</b> Financial contributions to each railroad company in the state for signal maintenance.</p> <p><b>Safety Rest Area/Truck Parking</b> This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.</p> <p><b>Intelligent Transportation Systems (ITS)</b> Improve Traffic Asset Management and Device Monitoring for better security controls.</p> <p><b>Category 10 Carbon Reduction</b> In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.</p>	<p><b>Safety Rest Area/Truck Parking</b> Allocated to TxDOT's Maintenance Division, which selects projects statewide.</p> <p><b>Intelligent Transportation System</b> Allocated to various TxDOT Divisions, which selects projects statewide.</p>	<p>The TxDOT Rail Division in coordination with TxDOT districts selects <b>Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects</b>. All projects are selected using a performance-based prioritization process.</p> <p><b>Safety Rest Area/Truck Parking</b> projects are selected and managed by TxDOT's Maintenance Division.</p> <p><b>Intelligent Transportation System</b> projects are selected and managed by TxDOT's various divisions.</p>

FUNDING CATEGORY

11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p><b>District Discretionary</b> Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p><b>Energy Sector</b> Safety and maintenance work on state highways impacted by the energy sector.</p> <p><b>Border State Infrastructure Funding</b> Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><b>District Safety</b> District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p><b>Construction Cost Overruns/Change Order</b> Provides additional funding for costs that are realized at letting and during construction.</p>	<p><b>District Discretionary</b> Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled</p> <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p><b>Energy Sector</b> Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected</p> <p><b>Border State Infrastructure Funding</b> Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state’s federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p><b>District Safety</b> 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate</p> <p><b>Construction Cost Overruns/Change Order</b> Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p><b>TxDOT Districts</b> select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p><b>The Texas Transportation Commission</b> allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p><b>Border State Infrastructure Funding</b> 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</p>

FUNDING CATEGORY

12

Strategic  
Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> <li>- Congestion and connectivity</li> <li>- Economic opportunity</li> <li>- Energy sector access</li> <li>- Border and port connectivity</li> <li>- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report</li> <li>- The ability to respond to both man-made and natural emergencies</li> </ul> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p><b>Texas Clear Lanes</b> This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

# STRATEGIC INITIATIVES

The following pages highlight several TxDOT strategic initiatives that are supported by transportation projects in the UTP. These initiatives directly address TxDOT's strategic goals for the highway system – promoting safety, preserving our assets, and optimizing system performance.

- The “End the Streak” campaign highlights safety and aims to break the pattern of daily traffic fatalities in Texas through public awareness.
- The Energy Sector initiative emphasizes safety and preservation on roadways in energy-producing regions of the state, where truck traffic is heavy.
- The Texas Clear Lanes initiative addresses congestion hot spots in the state's largest metro areas.
- The Statewide Connectivity initiative focuses on improvements to key corridors that connect both urban and rural areas across the state.

## End the Streak Campaign

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

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

Since Nov. 7, 2000, fatalities resulting from vehicle crashes on Texas roadways have numbered more than 75,000. The leading causes of fatalities continue to be failure to stay in one lane, alcohol, and speed.

Below are some examples of what TxDOT is doing:

- Engineering roads to be more forgiving of driving behaviors.
- Roadside rumble strips to alert drivers if they start moving off the road.
- Median barriers to prevent head-on collisions.
- Technology like flashing LED signs and radar sensors to prevent wrong-way collisions.

### SAFETY IN THE UTP

As one of TxDOT's three strategic goals for the highway system, safety is a key driver of funding distribution and project selection. For more information about TxDOT's safety-related performance targets, see [pg. 13](#). For details about safety-related project selection, see [pg. 17-19](#). Additionally, TxDOT has increased funding for safety projects in the UTP through Category 11 District Safety (see [pg. 209](#)).



## Energy Sector

For fiscal years 2024–2033, the Texas Transportation Commission has allocated \$3.5 billion to the Category 11 Energy Sector Program. This funding is allocated to TxDOT districts to address specific roadways impacted by traffic in five energy-producing regions: the Permian Basin, Anadarko Basin, Eagle Ford Shale, Barnett Shale, and Haynesville-Bossier Shale. The program focuses on roadway safety and pavement preservation. Since the needs of the energy sector program exceed the funding allocated in Category 11, districts may also use other UTP funding categories, such as Category 1 Preventive Maintenance, to support the projects needed in their respective energy-producing regions.

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

Additionally, the Texas Transportation Commission has authorized \$600 million from Category 12 Strategic Priority to fund specific highway improvement projects in the Permian Basin region of West Texas. As one of the world's largest oil and gas producing regions, the Permian Basin presents unique challenges for the transportation system. Increased truck traffic on the area's largely rural highways has stretched the available road capacity and driven up crash rates. The Commission has responded by targeting this strategic \$600 million investment toward Permian projects located in TxDOT's Odessa, San Angelo, Lubbock, and El Paso Districts. For more information, see each district's respective section of the Highway Project Listings, beginning on [pg. 43](#).



*Pump jack at a refinery in Seminole*

## Texas Clear Lanes

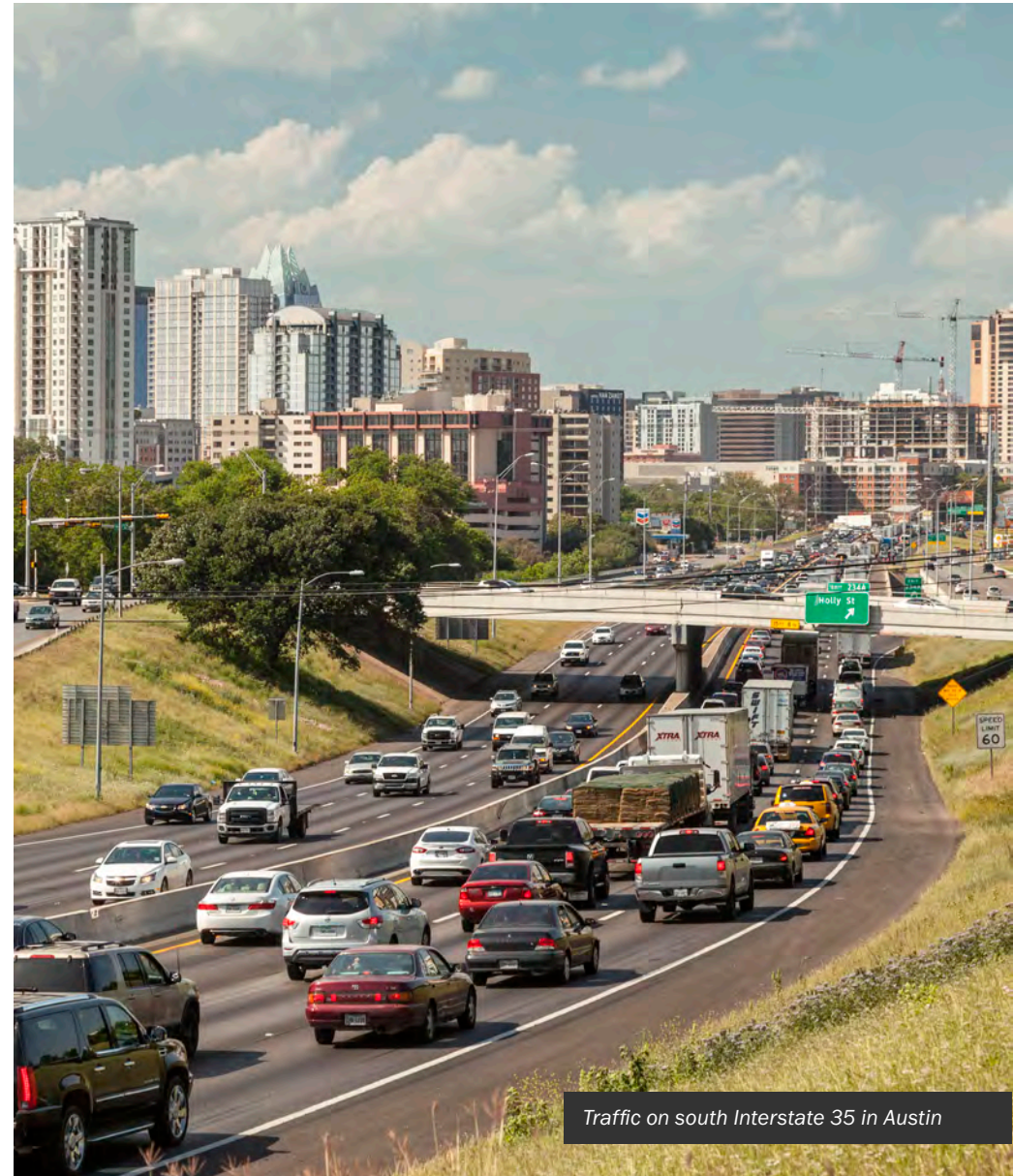
Through the Texas Clear Lanes initiative, TxDOT aims to address roadway gridlock facing Texas drivers. The department puts Texans and dollars to work to deliver on this commitment. In November of 2014 and 2015, Texas voters approved extra funding in the form of two amendments:

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

With this additional funding and collaboration with local transportation leaders across the state, TxDOT is developing critical projects in the state's largest metro areas to address traffic congestion. These projects have now been approved and included in the UTP. Visit the [Texas Clear Lanes website](#) to learn more about major projects currently underway in these areas.

### CONGESTION IN THE UTP

As one of TxDOT's three strategic goals for the highway system, improved system performance is a major driver of funding distribution and project selection. For more information about the UTP's congestion-related performance targets, see [pg. 13](#). For details about congestion-related project selection, see [pg. 17-19](#).



Traffic on south Interstate 35 in Austin

## Statewide Connectivity

TxDOT is upgrading major transportation corridors through the Statewide Connectivity initiative. The goal is to provide safe, reliable, efficient travel to and from economic activity centers in Texas, such as ports of entry, border crossings, agriculture and forestry sites, and energy production areas.

The following corridor development programs support statewide connectivity:

- **Federally Designated Future Interstates** – The development of major statewide corridors to achieve Interstate Highway classification. Future Interstate Highways in Texas include Interstate Highway 14, Interstate Highway 27/Ports-to-Plains, and Interstate Highway 69.
- **The Texas Trunk System** – The development of a network of rural highways to improve rural mobility, connect major activity centers, provide access to ports of entry into Texas, and address safety by building four-lane divided facilities.
- **Key Rural Corridors** – Investment in five rural highway corridors (US 87/US 83, US 69/US 175, US 281, US 59, and US 277/US 83) to improve mobility through rural parts of the State and to provide alternatives to Interstate Highways that pass through urbanized areas.

TxDOT and the Texas Transportation Commission continue to implement Statewide Connectivity through the UTP with funding from Category 4 Rural, Category 12, and other categories.



Aerial view above US 290 in Brenham, Texas



# HIGHWAY PROJECT LISTINGS



Highway construction groundbreaking ceremony

The 2024 UTP contains approximately 7,000 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 through UTP funding categories 2, 4, and 12. These projects are under development to relieve congestion and improve statewide connectivity. Some will add lanes to increase roadway capacity, while others will improve roadway operations within the existing lane configurations.

TxDOT uses [Project Tracker](#), its online project reporting system, to provide information about all 9,000-plus projects funded through all 12 UTP funding categories (see [Table 8, pg. 44](#)). Project Tracker gathers transportation project data from across TxDOT and makes construction schedules and other useful information available to the public on an interactive map.

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

Funding for these projects is based on the estimated construction costs. Once a project has gone to letting and received bids, the funding required for a project may increase. For projects with increased costs at letting, the Commission may approve additional funding to projects up to 25% in Categories 2, 4, and 12. The additional funding is subject to the availability of funds for that category and Commission approval at the time of award of the contract for the highway construction project. Increases to funding may not impact the total formula allocation to the district or MPO.

## Ranking Tiers

In the project listing beginning on page 44, 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 the mobility and connectivity projects listed in the UTP are compared to each other. TxDOT's Transportation Planning and Programming Division determines a project's score based on the current transportation system needs at its proposed location, as well as a project's projected performance if constructed (see [Scoring and Prioritizing Projects on pg. 19](#) for more information). Tier 1 projects are those that ranked within the top half of all scored projects for either the transportation system needs or the projected performance, or those identified as the number one district priority by their respective TxDOT districts. The remaining projects are divided between Tiers 2 and 3.

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

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

PROJECT TRACKER PHASE	UTP AUTHORITY	NUMBER OF PROJECTS*
Construction begins within 4 years	Construct Authority	6,800
Construction begins in 5 to 10 years	Develop Authority	2,300
<b>Total</b>		<b>9,100</b>

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

*While this document lists projects funded through UTP categories 2, 4, and 12, TxDOT also uses [Project Tracker](#), its online project reporting system, to provide information on more than 9,000 projects funded across all 12 UTP funding categories.*

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

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

# Project-Specific Mobility Funding Categories

Category 4R (Statewide Connectivity – Regional) and Category 12 (Strategic Priority) are project-specific categories, not allocated to TxDOT districts or MPOs. Projects are selected in a competitive statewide process, evaluating project performance factors. No district or MPO is guaranteed to receive funding from these categories, since selection is driven by the prioritization of individual transportation projects rather than formula allocation. Projects in Category 4 Rural are selected by TxDOT’s TPP Division, while Category 12 projects are selected at the discretion of the Texas Transportation Commission. The tables below list the total funding from these categories that has been authorized in each TxDOT district in the 2024 UTP. Project details are listed by district on the following pages.

**TABLE 10**  
**CATEGORY 4 STATEWIDE CONNECTIVITY – RURAL**  
**FISCAL YEARS 2024–2033**

TXDOT DISTRICT	TOTAL AUTHORIZED FUNDING
Abilene	\$ 72,732,798
Amarillo	\$ 153,388,853
Atlanta	\$ 795,345,809
Austin	\$ 383,656,000
Beaumont	\$ 554,072,758
Brownwood	\$ 448,598,314
Bryan	\$ 1,109,111,704
Childress	\$ 108,845,728
Corpus Christi	\$ 1,318,972,191
Dallas	\$ -
El Paso	\$ 33,408,338
Fort Worth	\$ 328,470,016
Houston	\$ -
Laredo	\$ 595,462,974
Lubbock	\$ 88,562,500
Lufkin	\$ 578,592,193
Odessa	\$ 437,049,000
Paris	\$ 381,576,543
Pharr	\$ 656,647,593
San Angelo	\$ 203,124,956
San Antonio	\$ 69,440,000
Tyler	\$ 382,870,185
Waco	\$ 120,960,000
Wichita Falls	\$ 475,200,999
Yoakum	\$ 1,375,042,977
<b>Total</b>	<b>\$ 10,671,132,440</b>

**TABLE 11**  
**CATEGORY 12 STRATEGIC PRIORITY**  
**FISCAL YEARS 2024–2033**

TXDOT DISTRICT	TOTAL AUTHORIZED FUNDING
Abilene	\$ 442,661,502
Amarillo	\$ 366,973,385
Atlanta	\$ 247,225,811
Austin	\$ 4,313,799,999
Beaumont	\$ 835,574,000
Brownwood	\$ -
Bryan	\$ 920,216,169
Childress	\$ -
Corpus Christi	\$ 105,280,000
Dallas	\$ 2,915,151,263
El Paso	\$ 518,500,000
Fort Worth	\$ 500,775,000
Houston	\$ 3,806,546,319
Laredo	\$ 417,377,292
Lubbock	\$ 128,425,267
Lufkin	\$ 119,211,799
Odessa	\$ 1,100,703,307
Paris	\$ 407,564,094
Pharr	\$ 623,739,199
San Angelo	\$ 23,199,999
San Antonio	\$ 640,502,487
Tyler	\$ 726,759,876
Waco	\$ 156,250,000
Wichita Falls	\$ 257,806,398
Yoakum	\$ 124,308,974
<b>Total</b>	<b>\$ 19,698,552,146</b>

# ABILENE DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

The Abilene Metropolitan Planning Organization is an active and ardent advocate for transportation in the region. Important MPO projects that the district is designing and managing include US 83 at FM 3034 Interchange and the IH 20 widening project through the city of Abilene. A section of IH 20 widening includes overpass over Judge Ely Blvd., which will provide improved access and promote development on the northside of IH 20.

## REGIONAL PLANNING RESOURCES

### ONLINE:

[Abilene TxDOT District page](#)

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

### MPO:

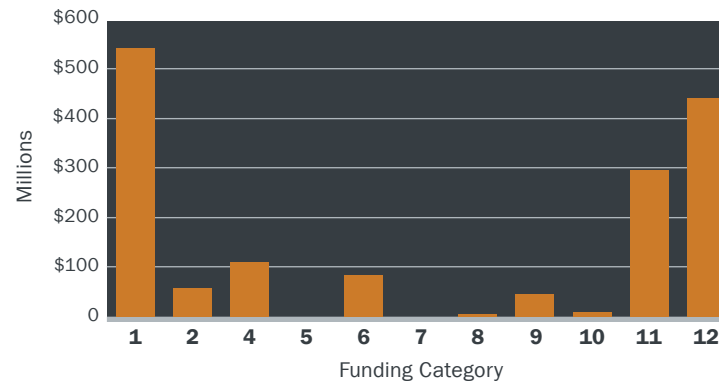
[Abilene Metropolitan Planning Organization](#)

### CONTACT:

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

[@TxDOTABILENE](#)

## ABILENE DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# ABILENE DISTRICT Listed Projects



— UTP Listed Projects 2024

# ABILENE DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 83	US 83 Intersection at FM 3034 (Jones County) 0033-05-089	1.0 Miles North of FM 3034	Taylor County Line	FY 2024-2027	\$22,525,000	Funding Adjustment	No	Cat. 4 Urban.....\$22,525,000 TOTAL.....\$22,525,000 Cat. 4U increased \$12M	1
1b	US 83	Interchange at BU 83 - Abilene (Taylor County) 0033-06-121	Jones County Line	Near W Summit Rd	FY 2024-2027	\$5,078,000	Funding Adjustment	No	Cat. 4 Urban.....\$5,078,000 TOTAL.....\$5,078,000 Cat. 4U increased \$2M	1
1c	FM 3034	US 83 Intersection at FM 3034 (Jones County) 3068-01-012	US 83	Near PR 343	FY 2024-2027	\$3,735,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$3,735,000 TOTAL.....\$3,735,000 Cat. 2 increased \$1.1M	1
1d	FM 3034	Overlay - Abilene (Jones County) 3068-01-015	Brick Rd	FM 600	FY 2024-2027	\$3,100,000	New Authorization	No	Cat. 2 Metro/Urban Corridor.....\$3,100,000 TOTAL.....\$3,100,000	1
2	US 87	Widen Non-Freeway - Big Spring (Howard County) 0069-01-061	2 Miles North of Glasscock Co	Glasscock Co	FY 2024-2027	\$16,240,000	Funding Adjustment	No	Cat. 4 Rural.....\$16,240,000 TOTAL.....\$16,240,000 Cat. 4R increased \$5.7M	1

## TAYLOR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	IH 20	Widen Freeway - Abilene 0006-06-081	SH 351	Callahan County Line	FY 2028-2033	\$268,159,748	Funding Adjustment	No	Cat. 4 Urban.....\$14,050,000 Cat. 12 Strategic Priority.....\$200,959,748 Remaining funding TBD.....\$53,150,000 TOTAL.....\$268,159,748 Cat. 12 increased \$133M	1
4	IH 20	Widen Freeway - Abilene 0006-06-105	Near Catclaw Creek	SH 351	FY 2028-2033	\$206,936,138	Funding Adjustment	No	Cat. 12 Strategic Priority.....\$156,936,138 Remaining funding TBD.....\$50,000,000 TOTAL.....\$206,936,138 Cat. 12 increased \$44M	1
5	IH 20	Widen Freeway - Abilene 0006-06-109	Judge Ely Blvd	SH 351	FY 2024-2027	\$104,765,617	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$20,000,000 Cat. 12 Strategic Priority.....\$84,765,616 TOTAL.....\$104,765,616 Cat. 12 increased \$37M	1
6a	US 83	Interchange at US 84 - Tuscola 0034-01-130	AT	US 83/84 "Y" Interchange	FY 2024-2027	\$26,801,600	New Authorization	No	Cat. 4 Rural.....\$26,801,600 TOTAL.....\$26,801,600	1
6b	US 83	5 Lane Section - Tuscola 0034-02-044	US 84	CR 160	FY 2024-2027	\$29,691,200	New Authorization	No	Cat. 4 Rural.....\$29,691,200 TOTAL.....\$29,691,200	1
7	FM 707	Widen Non-Freeway - Abilene 0663-01-024	FM 89 (Buffalo Gap Road)	US 83	FY 2024-2027	\$14,493,439	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$14,493,439 TOTAL.....\$14,493,439 Cat. 2 increased \$6.6M	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# AMARILLO DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

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

## REGIONAL PLANNING RESOURCES

### AMARILLO MPO ONLINE:

[Amarillo TxDOT District page](#)

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

### MPO:

[Amarillo Area Metropolitan Planning Organization](#)

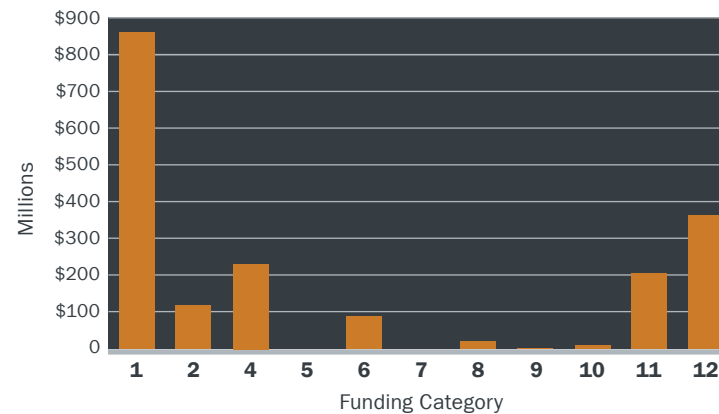
### CONTACT:

[sonja.gross@txdot.gov](mailto:sonja.gross@txdot.gov)

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Amarillo, TX 79110  
(806) 356-3200

[@TXDOTAMARILLO](#)

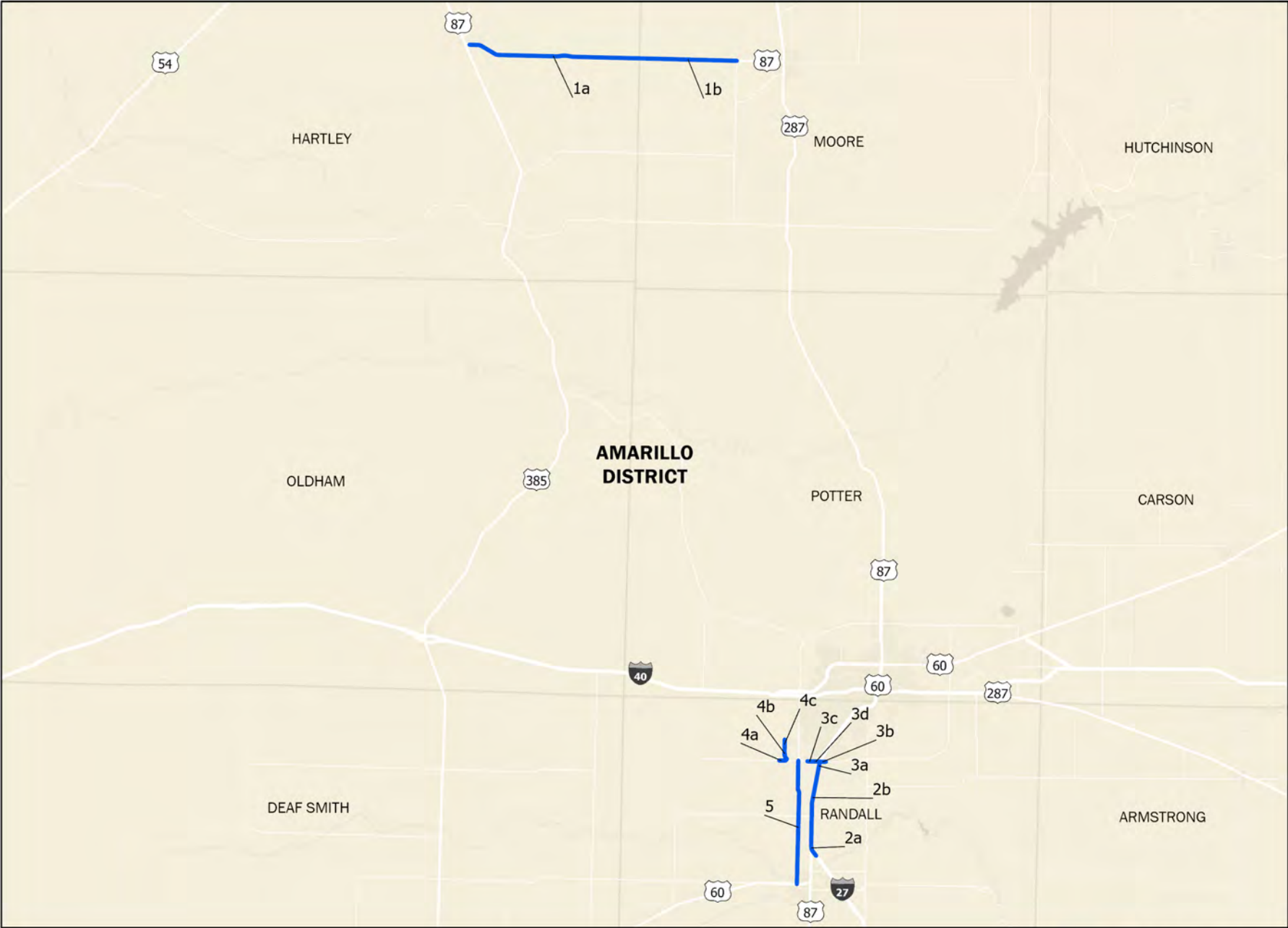
## AMARILLO DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# AMARILLO DISTRICT **Listed Projects**



— UTP Listed Projects 2024



# AMARILLO DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 87	Widen Non-Freeway - Dumas (Hartley County) 0425-01-021	East of US 385/ US 87 Interchange	Moore County Line	FY 2024-2027	\$104,024,022	Funding Adjustment	No	Cat. 4 Rural..... \$104,024,022 TOTAL..... \$104,024,022 Cat. 4R increased \$19M	1
1b	US 87	Widen Non-Freeway - Dumas (Moore County) 0425-02-037	Hartley County Line	FM 2589 West of Dumas	FY 2024-2027	\$49,364,831	Funding Adjustment	No	Cat. 4 Rural..... \$49,364,831 TOTAL..... \$49,364,831 Cat. 4R increased \$9.5M	1

## RANDALL COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2a	IH 27	Widen Freeway - Amarillo to Canyon 0067-17-032	North of US 60 / US 87 Interchange	South of US 60 / US 87 Interchange	FY 2024-2027	\$41,566,466	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$7,648,230 Cat. 4 Urban..... \$1,912,057 Cat. 12 Strategic Priority..... \$32,006,179 TOTAL..... \$41,566,466 Cat. 2 added \$7.6M, Cat. 12 increased \$25M and Cat. 4U added 1.9M	1
2b	IH 27	Widen Freeway - Amarillo to Canyon 0168-09-083	SL 335	North of US 60/US 87 Interchange	FY 2024-2027	\$222,963,384	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$41,025,263 Cat. 4 Urban..... \$15,323,552 Cat. 12 Strategic Priority..... \$166,614,569 TOTAL..... \$222,963,384 Cat. 2 added \$41M, Cat. 12 increased \$54M and Cat. 4U added \$15M	1
3a	IH 27	SL 335/IH 27 Interchange - Phase II 0168-09-186	Sundown Lane	SL 335	FY 2028-2033	\$18,572,730	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$7,392,000 Remaining funding TBD..... \$11,180,730 TOTAL..... \$18,572,730	1
3b	SL 335	SL 335/IH 27 Interchange - Phase II 2635-02-034	IH 27	Bell Street	FY 2028-2033	\$29,113,323	Funding Adjustment	No	Cat. 1..... \$1 Cat. 2 Metro/Urban Corridor..... \$12,055,680 Cat. 12 Strategic Priority..... \$17,057,643 TOTAL..... \$29,113,324 Cat. 12 added \$17M	1
3c	SL 335	SL 335/IH 27 Interchange - Phase II 2635-03-023	East of Coulter	IH 27	FY 2028-2033	\$27,518,878	Funding Adjustment	No	Cat. 1..... \$1 Cat. 2 Metro/Urban Corridor..... \$5,925,184 Cat. 12 Strategic Priority..... \$21,593,694 TOTAL..... \$27,518,879 Cat. 12 added \$21M	1
3d	SL 335	SL 335/IH 27 Interchange - Phase II 2635-03-028	IH 27	Coulter	FY 2028-2033	\$163,127,301	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$16,647,000 Cat. 4 Urban..... \$16,779,000 Cat. 12 Strategic Priority..... \$129,701,301 TOTAL..... \$163,127,301 Cat. 12 added \$129M	1
4a	SL 335	Upgrade to Freeway- Amarillo 2494-02-011	West of FM 2590 (South)	FM 2186	FY 2028-2033	\$19,263,996	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$3,409,898 Cat. 4 Urban..... \$2,067,457 Remaining funding TBD..... \$13,786,641 TOTAL..... \$19,263,996	3
4b	SL 335	Upgrade to Freeway- Amarillo 2635-05-004	FM 2186	North of FM 2186	FY 2028-2033	\$21,944,336	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$3,409,898 Cat. 4 Urban..... \$7,134,695 Remaining funding TBD..... \$11,399,743 TOTAL..... \$21,944,336	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# AMARILLO DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4c	SL 335	Upgrade to Freeway- Amarillo 2635-05-005	North of FM 2186	North of Arden Road	FY 2028-2033	\$41,790,282	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$6,819,796 Cat. 4 Urban ..... \$14,269,387 Remaining funding TBD..... \$20,701,099 TOTAL..... \$41,790,282	3
5	FM 2590	Safety Improvements - Amarillo 2614-01-024	SL 335	US 60 (Canyon)	FY 2024-2027	\$9,050,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$5,200,000 Cat. 8..... \$3,850,000 TOTAL..... \$9,050,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# ATLANTA DISTRICT

2024 UTP



## REGIONAL PLANNING RESOURCES

### ONLINE:

[Atlanta TxDOT District page](#)

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

### MPOs:

[Texarkana Metropolitan Planning Organization](#)

[Longview Metropolitan Planning Organization](#)

### CONTACT:

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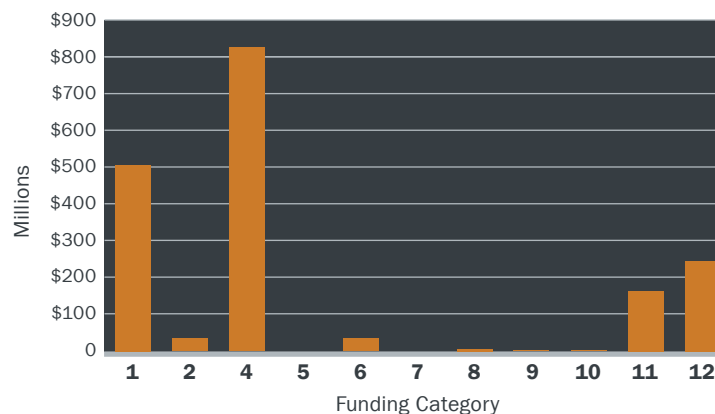
## DISTRICT HIGHLIGHTS AND PRIORITIES

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

strategic priorities by addressing important regional needs.

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

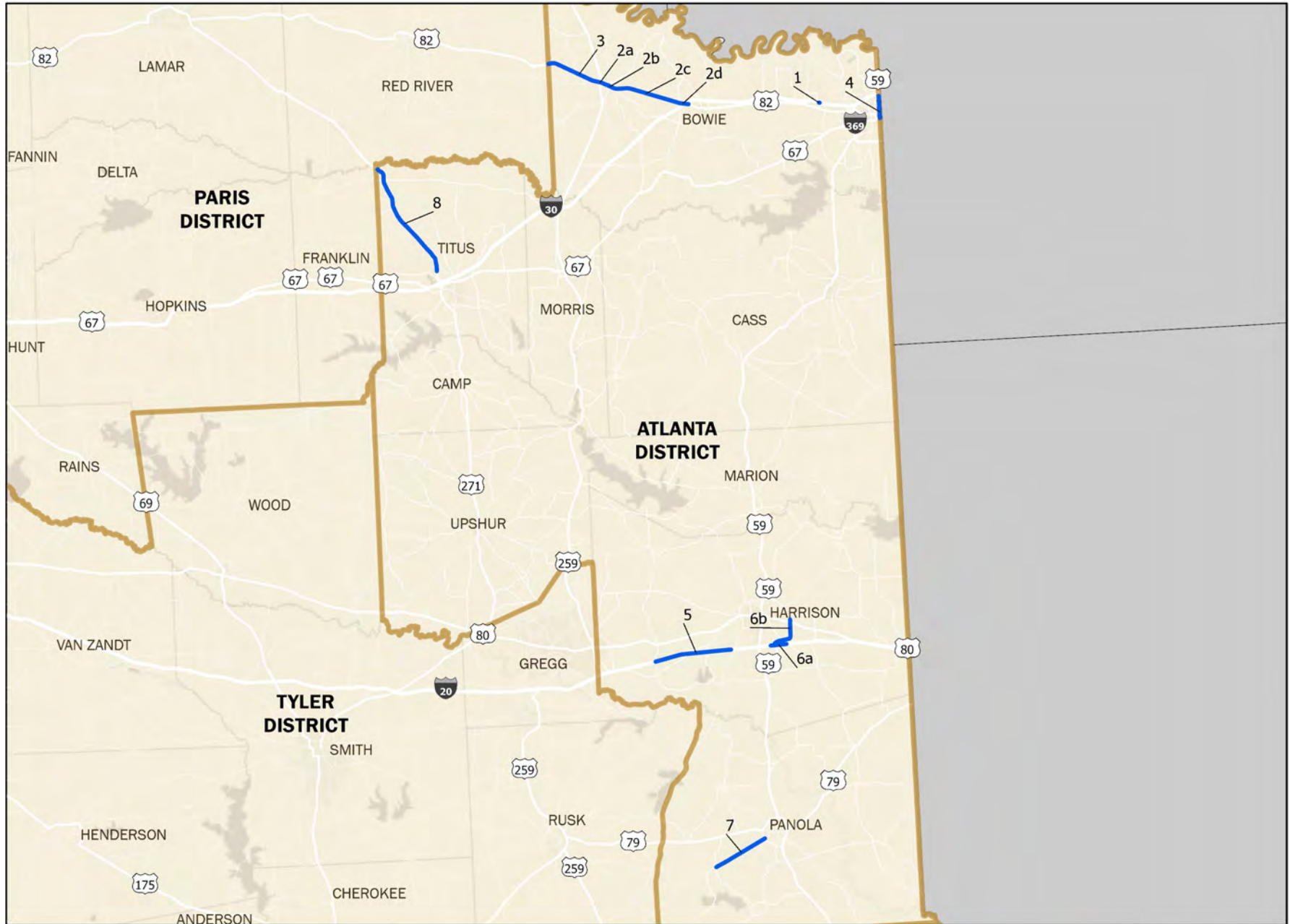
## ATLANTA DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# ATLANTA DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# ATLANTA DISTRICT **Listed Projects**

## BOWIE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1	IH 30	Bridge Replacement - Red Lick 0610-07-115	FM 3419		FY 2024-2027	\$14,889,090	No Funding Change	No	Cat. 1..... \$716,142 Cat. 2 Metro/Urban Corridor..... \$8,208,605 Cat. 6..... \$5,964,343 TOTAL..... \$14,889,090	1
2a	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-03-038	0.1 Miles West of US 259	FM 992	FY 2024-2027	\$23,666,134	Funding Adjustment	No	Cat. 4 Rural..... \$23,666,134 TOTAL..... \$23,666,134 Cat. 4R increased \$6M	1
2b	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-04-061	FM 992	FM 1840	FY 2024-2027	\$10,138,443	Funding Adjustment	No	Cat. 4 Rural..... \$10,138,443 TOTAL..... \$10,138,443 Cat. 4R increased \$3M	1
2c	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-04-062	FM 1840	SH 98	FY 2024-2027	\$37,091,804	Funding Adjustment	No	Cat. 4 Rural..... \$37,091,804 TOTAL..... \$37,091,804 Cat. 4R increased \$11M	1
2d	US 82	Widen Non-Freeway - De Kalb to New Boston 0046-04-063	SH 98	0.4 Miles South of IH 30	FY 2024-2027	\$19,690,589	Funding Adjustment	No	Cat. 4 Rural..... \$19,690,589 TOTAL..... \$19,690,589 Cat. 4R increased \$8M	1
3	US 82	Widen Non-Freeway - Western Bowie County 0046-03-040	0.1 Miles West of CR 3403	0.1 Miles West of US 259	FY 2024-2027	\$67,992,480	Funding Adjustment	No	Cat. 4 Rural..... \$67,992,480 TOTAL..... \$67,992,480 Cat. 4R increased \$22M	1
4	US 71	State Line Rehabilitation - Texarkana 0217-02-037	0.2 Miles South of IH 30	US 67 (7th Street)	FY 2028-2033	\$22,605,999	Funding Adjustment	No	Cat. 1..... \$1,100,880 Cat. 2 Metro/Urban Corridor..... \$3,000,000 Cat. 4 Urban..... \$6,399,120 Cat. 12 Strategic Priority..... \$12,105,999 TOTAL..... \$22,605,999 Cat. 4U added \$6M	1

## HARRISON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	IH 20	Widen Freeway - Hallsville to Marshall 0495-08-109	FM 450	SH 43	FY 2024-2027	\$328,187,848	Funding Adjustment	No	Cat. 4 Rural..... \$228,480,000 Cat. 12 Strategic Priority..... \$99,707,848 TOTAL..... \$328,187,848 Cat. 12 added \$99M	1
6a	IH 20	US 59 Relief Route/Future I-369 0495-09-065	Five Notch Road	FM 31	FY 2028-2033	\$130,674,611	Funding Adjustment	No	Cat. 4 Rural..... \$78,440,668 Cat. 12 Strategic Priority..... \$52,233,943 TOTAL..... \$130,674,611 Cat. 12 added \$52M	1
6b	SL 390	US 59 Relief Route/Future I-369 1575-05-024	0.7 Miles North of US 80	IH 20	FY 2028-2033	\$178,737,354	Funding Adjustment	No	Cat. 4 Rural..... \$141,559,332 Cat. 12 Strategic Priority..... \$37,178,022 TOTAL..... \$178,737,354 Cat. 12 added \$37M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# ATLANTA DISTRICT **Listed Projects**

## PANOLA COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	SH 315	Widen Non-Freeway - Carthage to Clayton 0462-03-045	FM 1970	SH 149	FY 2028-2033	\$143,230,132	Funding Adjustment	No	Cat. 4 Rural..... \$81,884,046 Cat. 12 Strategic Priority..... \$46,000,000 Remaining funding TBD..... \$15,346,086 TOTAL..... \$143,230,132 Cat. 4R added \$81M	1

## TITUS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
8	US 271	Passing Lanes (Super 2) - North of Mount Pleasant 0221-05-091	0.5 Mile South of Sulphur Relief #2	0.7 Miles North of FM 1734	FY 2028-2033	\$106,402,313	Funding Adjustment	No	Cat. 4 Rural..... \$106,402,313 TOTAL..... \$106,402,313 Cat. 4R increased \$19M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# AUSTIN DISTRICT

2024 UTP



## REGIONAL PLANNING RESOURCES

### ONLINE:

Austin TxDOT District [page](#)

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

### MPO:

[Capital Area Metropolitan Planning Organization](#)

### CONTACT:

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## DISTRICT HIGHLIGHTS AND PRIORITIES

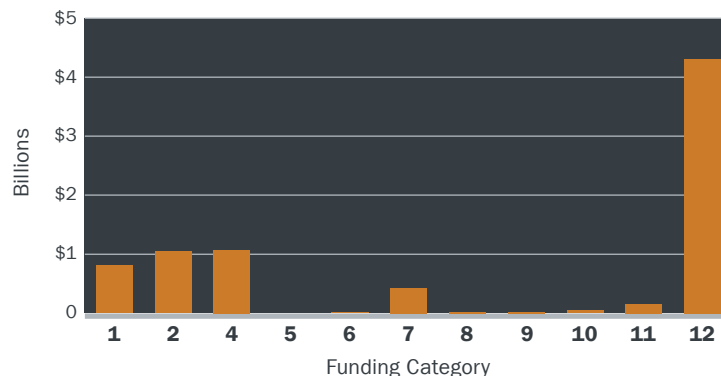
The Austin District must address the challenges of being a rapidly expanding metro district with rural characteristics around its perimeter. The typical sources of funding available to our region reflect this dual dynamic. These funding sources provide safety improvements applied across the district, including rural counties. As district staff considers potential UTP projects, balancing these respective urban and rural safety and operational needs is key. As one of TxDOT's five major metropolitan areas, Austin uses funding in Categories 2, 4, and 7 to maximize the delivery of urban congestion relief projects.

The district also receives Category 4 funding, aimed at statewide corridor connectivity projects along the National Highway System and Texas Highway Trunk System. Projects with Category 4 funding are developed closely with the Capital Area Metropolitan Planning Organization and surrounding districts, cities and counties to meet the region's connectivity needs.

I-35 is one of the most congested highways in the state and is critical to local, state, and national security, economic vitality, and overall mobility. The I-35 Capital Express Central project proposes two non-tolled managed-lanes in each direction between US 290 East to SH 71/Ben White Boulevard. In addition to new managed lane capacity, the project includes operational and safety enhancements, such as reconstructing ramps, bridges, frontage roads and multi-modal cross-street bridges; new enhanced bicycle and pedestrian paths; and transit accommodations.

With the population of the Austin metropolitan area rapidly increasing, congestion is becoming an even greater issue. To mitigate congestion, the Austin District is proposing upgrades to many of the area's major roadways including, but not limited to, SH 71, US 281, SL 360 and RM 620. The Austin District continues to work with its regional partners to deliver mobility and safety improvements on other heavily traveled corridors under development including, but not limited to RM 1826, FM 812, and SH 29.

## AUSTIN DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

## REGIONAL PRIORITY FUNDING: STATE HIGHWAY 130 CONCESSION PAYMENTS

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

### AUSTIN DISTRICT

#### Programs and Projects to be funded with SH 130 Concession Payments

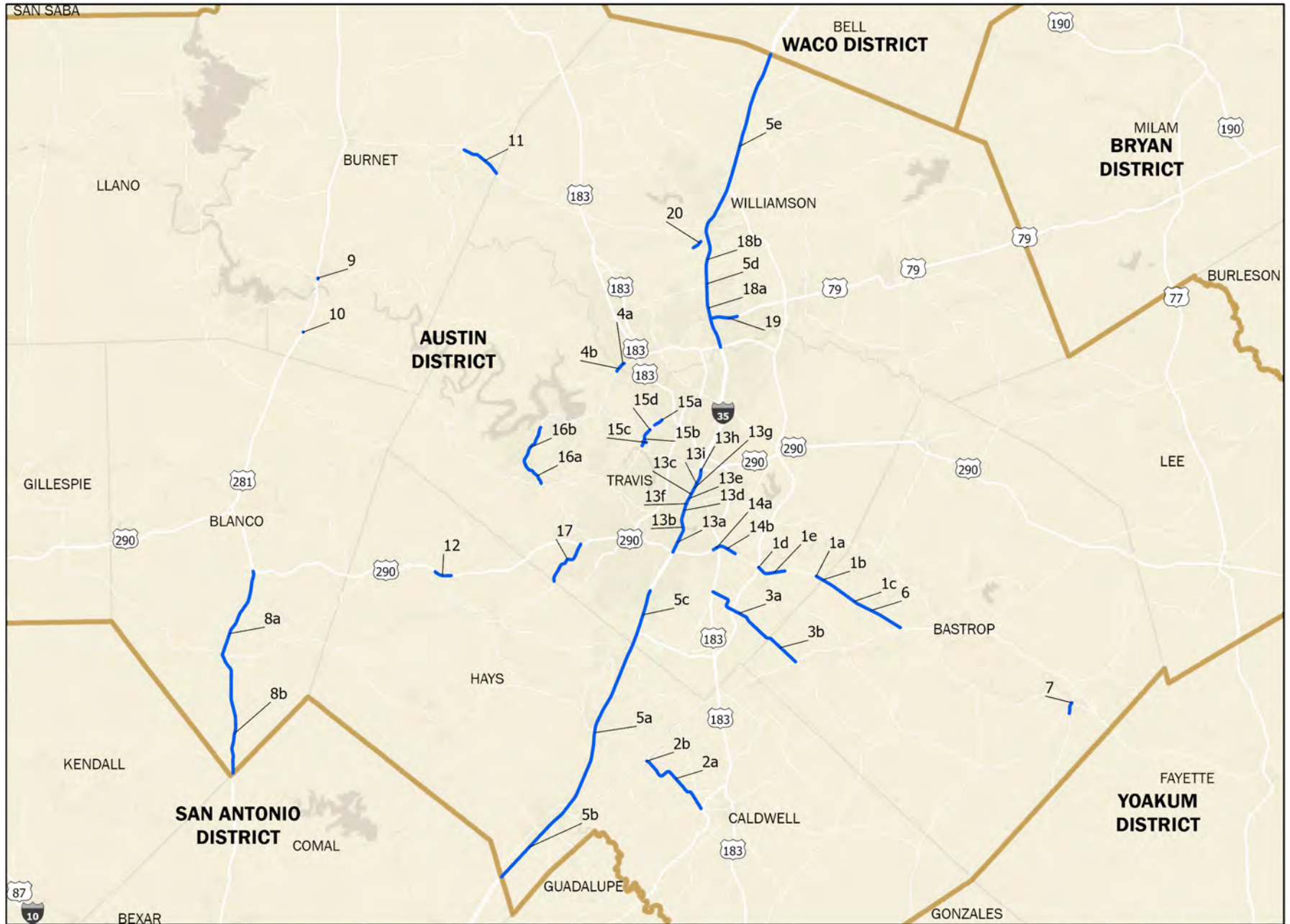
PROJECT	FISCAL YEAR	DESCRIPTION	AMOUNT
CTTS	2024-2025	Veteran Discount Program	\$23,000,000
SH 130	2023-2024	SH 130 Concession	\$8,000,000

COUNTY	PROJECT ID (CSJ)	HIGHWAY	LIMIT FROM	LIMIT TO	EST. LET DATE RANGE	AMOUNT
Travis/Williamson	0914-00-460	FM 734	Ronald Reagan Blvd. at RM 2243	FM 734 at SH 130	FY 2030-2033	\$ 700,000
Bastrop/Travis	0914-00-461	FM 969	SH 21	SH 130	FY 2030-2033	\$ 700,000
Travis/Williamson	0914-00-462	FM 973	FM 1660	US 290	FY 2030-2033	\$ 700,000
Caldwell/Bastrop	0914-00-463	SH 21	SH 71	SH 130	FY 2030-2033	\$ 700,000
Burnet	0914-00-464	SH 29	CR 258	Williamson County Line	FY 2030-2033	\$ 700,000
Caldwell	0914-00-465	SH 80	FM 110	IH 10	FY 2030-2033	\$ 700,000
Williamson	0914-00-466	US 79	SH 130	FM 619	FY 2030-2033	\$ 700,000
Blanco/Hays	0914-00-467	US 290	US 281	RM 12	FY 2030-2033	\$ 700,000
Burnet/Travis/Williamson	A00194457	RM 1431	US 281	IH 35	FY 2030-2033	\$ 700,000
Bastrop/Travis	A00194458	FM 1100	Greenlawn Blvd.	SH 95	FY 2030-2033	\$ 700,000

Projects relate to the \$7 million CAMPO Regional Priorities that were approved for SH 130 Concession payment funding in February 2013 (Minute Order 113487).



# AUSTIN DISTRICT Listed Projects



— UTP Listed Projects 2024

# AUSTIN DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	SH 71	Interchange at Tucker Hill Ln - Cedar Creek (Travis County) 0265-02-042	0.85 Miles West of Tucker Hill Lane	Travis/Bastrop County Line	FY 2024-2027	\$20,720,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$10,360,000 Cat. 4 Urban . . . . . \$10,360,000 TOTAL . . . . . \$20,720,000	1
1b	SH 71	Interchange at Tucker Hill Ln - Cedar Creek (Bastrop County) 0265-03-043	Travis/Bastrop County Line	0.65 Miles East of Tucker Hill Lane	FY 2024-2027	\$35,280,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$17,640,000 Cat. 4 Urban . . . . . \$17,640,000 TOTAL . . . . . \$35,280,000	1
1c	SH 71	Interchange at Pope Bend Rd - Cedar Creek (Bastrop County) 0265-03-042	At Pope Bend Rd.		FY 2024-2027	\$49,280,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$24,640,000 Cat. 4 Urban . . . . . \$24,640,000 TOTAL . . . . . \$49,280,000	2
1d	SH 71	Traffic Mgmt. Technology - Austin (Travis County) 0265-01-118	SH 130	Onion Creek	FY 2028-2033	\$174,764	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$174,764 TOTAL . . . . . \$174,764	1
1e	SH 71	Traffic Mgmt. Technology - Austin (Travis County) 0265-02-043	Onion Creek	Norwood Lane	FY 2028-2033	\$750,860	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$750,860 TOTAL . . . . . \$750,860	1
2a	FM 2720	Widen Non-Freeway - Lockhart Area (Caldwell County) 0805-02-008	Old Spanish Trail	SH 142	FY 2028-2033	\$44,931,658	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$44,931,658 TOTAL . . . . . \$44,931,658 *Contingent upon economic development.	1
2b	FM 2720	Widen Non-Freeway - Lockhart Area (Hays County) 0805-05-004	SH 21	Old Spanish Trail	FY 2028-2033	\$1,868,342	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$1,868,342 TOTAL . . . . . \$1,868,342 *Contingent upon economic development.	3
3a	FM 812	Widen Non-Freeway - Austin (Travis County) 1149-01-023	US 183	Bastrop County Line	FY 2028-2033	\$63,500,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$63,500,000 TOTAL . . . . . \$63,500,000	1
3b	FM 812	Widen Non-Freeway - Bastrop (Bastrop County) 1149-02-026	Travis County Line	SH 21	FY 2028-2033	\$18,300,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$18,300,000 TOTAL . . . . . \$18,300,000	1
4a	RM 620	Interchange (New or Reconstructed) - Austin (Williamson County) 0683-01-100	Little Elm Trail	Travis County Line	FY 2028-2033	\$28,299,264	New Authorization	No	Cat. 4 Urban . . . . . \$14,149,632 Remaining funding TBD . . . . . \$14,149,632 TOTAL . . . . . \$28,299,264	1
4b	RM 620	Interchange (New or Reconstructed) - Austin (Travis County) 0683-02-079	Williamson County Line	South of Foundation Rd.	FY 2028-2033	\$18,866,176	New Authorization	No	Cat. 4 Urban . . . . . \$9,433,088 Remaining funding TBD . . . . . \$9,433,088 TOTAL . . . . . \$18,866,176	1
5a	IH 35	Traffic Control Devices - Hays County (Hays County) 0016-02-173	Hays County Line	SL 82	FY 2028-2033	\$8,749,440	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$8,749,440 TOTAL . . . . . \$8,749,440	1
5b	IH 35	Traffic Control Devices - San Marcos (Hays County) 0016-03-127	SL 82	Comal County Line	FY 2028-2033	\$4,984,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$4,984,000 TOTAL . . . . . \$4,984,000	1
5c	IH 35	Traffic Control Devices - Austin (Travis County) 0016-01-141	Slaughter Lane	Hays County Line	FY 2028-2033	\$2,807,840	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$2,807,840 TOTAL . . . . . \$2,807,840	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# AUSTIN DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5d	IH 35	Traffic Control Devices - Round Rock (Williamson County) 0015-09-207	SH 45	SH 29	FY 2028-2033	\$6,100,640	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$6,100,640 TOTAL . . . . . \$6,100,640	1
5e	IH 35	Traffic Control Devices - Georgetown (Williamson County) 0015-08-433	SH 29	Bell County Line	FY 2028-2033	\$9,395,680	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$9,395,680 TOTAL . . . . . \$9,395,680	1

## BASTROP COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	SH 71	Interchange at FM 1209 - Cedar Creek 0265-03-041	CR 206 [Colorado Circle]	SH 21	FY 2028-2033	\$43,904,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$43,904,000 TOTAL . . . . . \$43,904,000	1
7	SH 95	Widen for Turn Lane - Smithville 0323-01-028	SL 230	South of FM 535	FY 2024-2027	\$8,590,445	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$8,590,445 TOTAL . . . . . \$8,590,445	3

## BLANCO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
8a	US 281	Widen Non-Freeway - Blanco 0253-01-059	US 290	South of CR 413 <Glenn Crest Dr.>	FY 2024-2027	\$279,298,502	Funding Adjustment	No	Cat. 4 Rural . . . . . \$279,298,502 TOTAL . . . . . \$279,298,502 Cat. 4R increased \$222M	1
8b	US 281	Widen Non-Freeway - Blanco County 0253-02-032	South of Cr 413 <Glenn Crest Dr.>	Comal County Line	FY 2024-2027	\$104,357,498	Funding Adjustment	No	Cat. 4 Rural . . . . . \$104,357,498 TOTAL . . . . . \$104,357,498 Cat. 4R increased \$73M	1

## BURNET COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	US 281	Intersection at RM 1431 - Marble Falls 0252-01-084	At RM 1431		FY 2024-2027	\$7,992,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$7,992,000 TOTAL . . . . . \$7,992,000 Cat. 2 increased \$6.1M	1
10	US 281	Interchange at US 281 - Marble Falls 0252-02-058	At SH 71		FY 2028-2033	\$80,000,000	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$80,000,000 TOTAL . . . . . \$80,000,000	1
11	SH 29	Widen for Turn Lane - Bertram 0151-02-026	RM 243 North	Williamson County Line	FY 2024-2027	\$18,756,872	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$18,756,872 TOTAL . . . . . \$18,756,872 Cat. 2 increased \$12.9M	3

## HAYS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
12	US 290	Widen Non-Freeway - Dripping Springs 0113-07-080	Roger Hanks Pkwy	East of Rob Shelton Dr	FY 2028-2033	\$10,662,400	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$10,662,400 TOTAL . . . . . \$10,662,400	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# AUSTIN DISTRICT **Listed Projects**

## TRAVIS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
14a	SH 71	New Frontage Roads - Austin 0113-13-163	East of Riverside	US 183	FY 2028-2033	\$2,674,797	No Funding Change	No	Cat. 4 Urban ..... \$2,674,797 TOTAL ..... \$2,674,797	1
14b	SH 71	Interchange at US 183 - Austin 0265-01-113	SH 71/US 183 Interchange	Presidential Blvd.	FY 2028-2033	\$28,531,310	No Funding Change	No	Cat. 4 Urban ..... \$26,031,310 Cat. 11 District Discretionary ..... \$2,500,000 TOTAL ..... \$28,531,310	1
15a	SL 360	Intersection at Spicewood Springs Rd - Austin 0113-13-167	At Spicewood Springs Road		FY 2028-2033	\$43,151,360	New Authorization	No	Cat. 12 Strategic Priority ..... \$43,151,360 TOTAL ..... \$43,151,360	1
15b	SL 360	Intersection at Courtyard Dr - Austin 0113-13-168	At Courtyard Drive		FY 2024-2027	\$52,693,760	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$39,513,746 Cat. 3 Local ..... \$11,000,000 Cat. 11 District Discretionary ..... \$2,180,014 TOTAL ..... \$52,693,760	1
15c	RM 2222	Intersection at Courtyard Dr - Austin 2100-01-065	At SL 360		FY 2024-2027	\$5,992,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$5,992,000 TOTAL ..... \$5,992,000	1
15d	SL 360	Intersection at Lakewood Dr - Austin 0113-13-169	At Lakewood Drive		FY 2028-2033	\$46,914,560	New Authorization	No	Cat. 3 Local ..... \$9,000,000 Cat. 12 Strategic Priority ..... \$37,914,560 TOTAL ..... \$46,914,560	1
16a	RM 620	Widen Non-Freeway - Bee Cave 0683-02-072	SH 71	Aria/Cavalier Drive	FY 2028-2033	\$66,080,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$33,040,000 Remaining funding TBD ..... \$33,040,000 TOTAL ..... \$66,080,000	1
16b	RM 620	Widen Non-Freeway - Lakeway 0683-02-073	Aria/Cavalier Drive	Hudson Bend	FY 2028-2033	\$98,560,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$49,280,000 Remaining funding TBD ..... \$49,280,000 TOTAL ..... \$98,560,000	1
17	RM 1826	Widen Non-Freeway - Austin 1754-01-024	Hays County Line	US 290	FY 2028-2033	\$70,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$70,000,000 TOTAL ..... \$70,000,000	1

## WILLIAMSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
18a	IH 35	Widen Freeway - Round Rock 0015-09-178	RM 1431	SH 45N	FY 2028-2033	\$311,844,623	Funding Adjustment	No	Cat. 12 Strategic Priority: ..... \$311,844,623 TOTAL ..... \$311,844,623 Cat. 12 increased \$219	1
18b	IH 35	Widen Freeway - Round Rock /Georgetown 0015-09-183	RM 1431	SH 29	FY 2028-2033	\$136,976,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$16,708,799 Cat. 4 Urban ..... \$21,676,000 Cat. 12 Strategic Priority ..... \$20,491,201 Remaining funding TBD ..... \$78,100,000 TOTAL ..... \$136,976,000	1
19	US 79	Widen Non-Freeway - Round Rock 0204-01-063	IH 35	East of FM 1460	FY 2028-2033	\$61,308,799	New Authorization	No	Cat. 12 Strategic Priority ..... \$61,308,799 TOTAL ..... \$61,308,799	1
20	RM 2243	Widen Non-Freeway - Georgetown 2103-01-036	SW Bypass	Norwood Drive	FY 2024-2027	\$17,791,407	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$5,040,000 Cat. 3 Local ..... \$12,751,407 TOTAL ..... \$17,791,407	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# AUSTIN DISTRICT I-35 Capital Express Project

## TRAVIS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13a	IH 35	Capital Express Central - University 0015-13-423	51st Street	Martin Luther King Jr Blvd	FY 2024-2027	\$1,400,000,000	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$1,400,000,000 TOTAL . . . . . \$1,400,000,000	1
13b	IH 35	Capital Express Central - Holly St. to US290/SH71 0015-13-428	Holly Street	US 290W / SH 71	FY 2024-2027	\$422,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$109,512,500 Cat. 4 Urban . . . . . \$147,874,335 Cat. 7 . . . . . \$9,400,000 Cat. 12 Strategic Priority . . . . . \$116,713,165 Cat. 12 Texas Clear Lanes . . . . . \$38,500,000 TOTAL . . . . . \$422,000,000 Cat. 2 increased \$90.7M and Cat. 4U added \$147M	1
13c	IH 35	Capital Express Central - Upper Deck Retrofit 0015-13-432	Airport Blvd	Martin Luther King Jr Blvd	FY 2024-2027	\$150,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$10,400,000 Cat. 12 Strategic Priority . . . . . \$139,600,000 TOTAL . . . . . \$150,000,000 Cat. 12 added \$139M	1
13d	IH 35	Capital Express Central - Drainage 0015-13-433	Martin Luther King Jr Blvd	Holly Street	FY 2024-2027	\$140,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$134,261,652 Cat. 7 . . . . . \$5,738,348 TOTAL . . . . . \$140,000,000 Cat. 2 increased \$30.2M	1
13e	IH 35	Capital Express Central - 4th St and Airport Rail and Ped 0015-13-437	At 4th ST.		FY 2024-2027	\$78,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$2,000,000 Cat. 4 Urban . . . . . \$46,000,000 Cat. 7 . . . . . \$8,000,000 Cat. 12 Strategic Priority . . . . . \$22,000,000 TOTAL . . . . . \$78,000,000	1
13f	IH 35	Capital Express Central - Martin Luther King Bridge 0015-13-438	At Martin Luther King Jr Blvd		FY 2024-2027	\$29,287,500	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$1,787,500 Cat. 4 Urban . . . . . \$17,500,000 Cat. 7 . . . . . \$10,000,000 TOTAL . . . . . \$29,287,500	1
13g	IH 35	Capital Express Central - Drainage 0015-13-440	Airport Blvd	9th Street	FY 2024-2027	\$169,913,344	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,000,000 Cat. 4 Urban . . . . . \$154,913,344 TOTAL . . . . . \$169,913,344	1
13h	IH 35	Capital Express Central - Capital Plaza 0015-13-441	US 290E	51st Street	FY 2024-2027	\$220,000,000	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$220,000,000 TOTAL . . . . . \$220,000,000	1
13i	IH 35	Capital Express Central - Downtown 0015-13-442	Martin Luther King Jr. Blvd	Holly Street	FY 2024-2027	\$1,513,522,860	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$40,900,000 Cat. 4 Urban . . . . . \$8,112,321 Cat. 12 Strategic Priority . . . . . \$858,255,659 Cat. 12 Texas Clear Lanes . . . . . \$606,254,880 TOTAL . . . . . \$1,513,522,860	1
N/A	Various	Capital Express Central - Drainage 0914-04-341	IH 35	Colorado River	FY 2024-2027	\$438,331,296	Funding Adjustment	No	Cat. 7 . . . . . \$127,365,544 Cat. 12 Strategic Priority . . . . . \$296,080,632 Cat. 12 Texas Clear Lanes . . . . . \$14,885,120 TOTAL . . . . . \$438,331,296 Cat. 12 increased \$262M	1

All control section jobs (CSJs) listed in the above table are part of a single overall project known as I-35 Capital Express Central. Funding authorized in the 2024 UTP on this project may be moved administratively between CSJs to cover construction cost changes. Additional action by the Texas Transportation Commission is not required for administrative changes.  
 Total Cat. 2: \$313,861,652 Total Cat. 4: \$374,400,000 Total Cat. 12: \$3,712,289,456

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# BEAUMONT DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

The district is important for statewide connectivity, largely due to the high volume of goods flowing through the ports of Port Arthur, Beaumont, and Orange. These ports are important local economic drivers and directly affect the need for Category 4 funding. A recent project funded with Category 4 is the reconstruction of the US 69/SH 73 interchange in Port Arthur from a cloverleaf configuration to a turbine (spiral) configuration.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Beaumont TxDOT District [page](#)

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

### MPOs:

[Southeast Texas Regional Planning Commission](#)

[Houston Galveston Area Council](#)

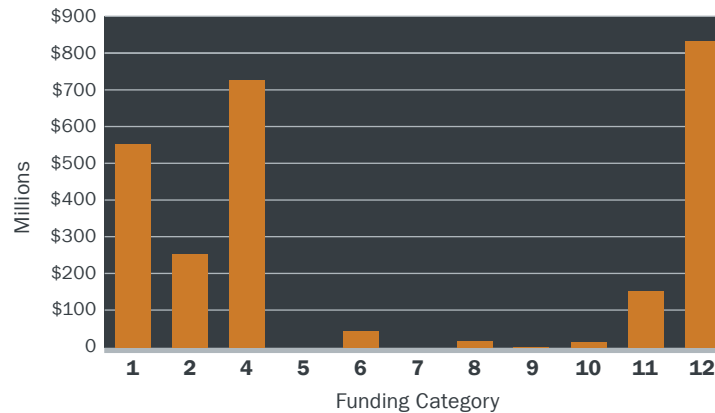
### CONTACT:

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

[@TXDOTBEAUMONT](#)

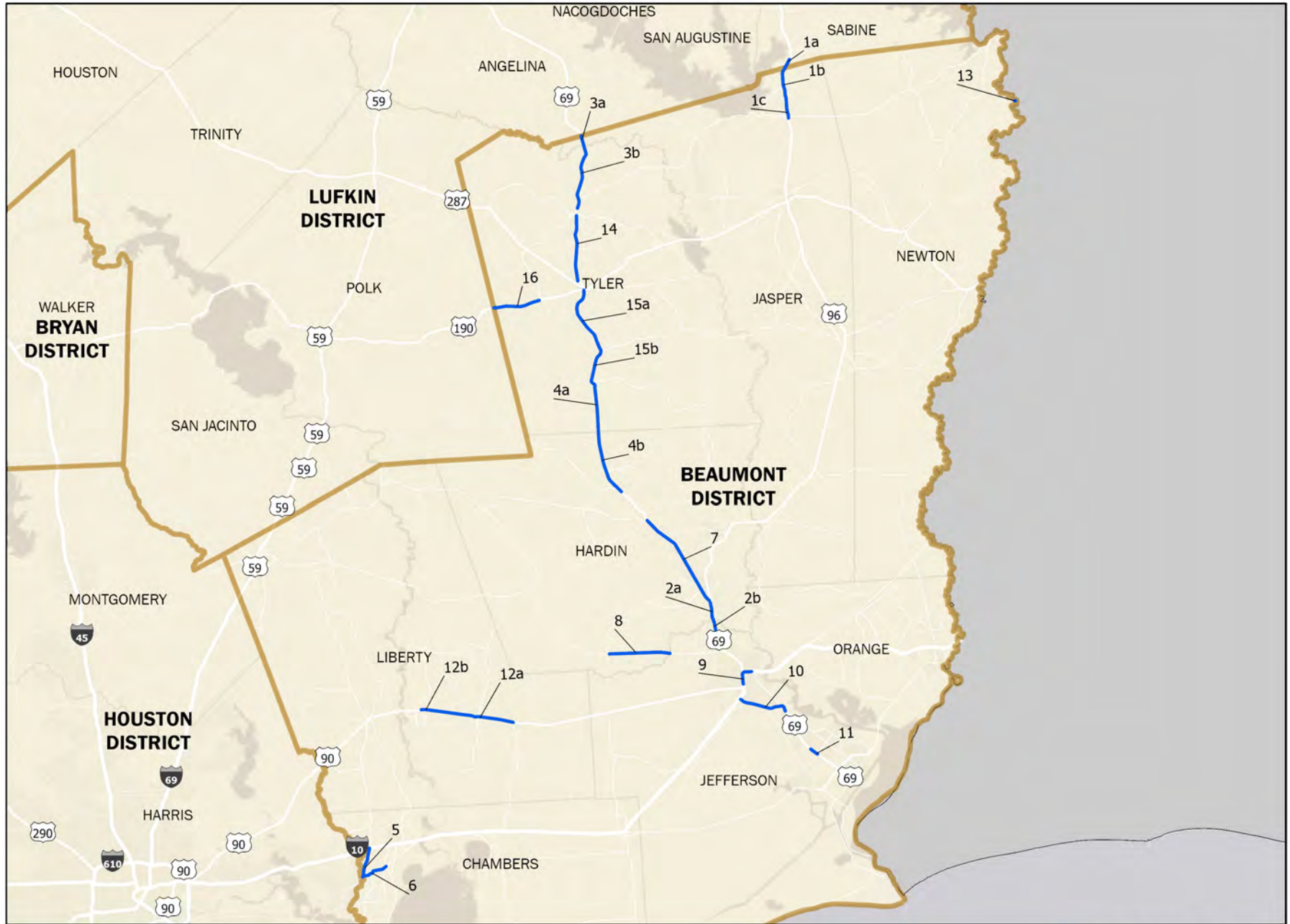
## BEAUMONT DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# BEAUMONT DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# BEAUMONT DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 96	Widen Non-Freeway - South of Pineland (Sabine County) 0064-06-057	1 Mile North of Jasper County Line	Jasper County Line	FY 2024-2027	\$4,704,000	No Funding Change	No	Cat. 4 Rural . . . . . \$4,704,000 TOTAL . . . . . \$4,704,000	1
1b	US 96	Widen Non-Freeway - Brookeland (Jasper County) 0064-07-044	Sabine CO/L, South	0.8 Miles North of RE 255	FY 2024-2027	\$59,360,000	No Funding Change	No	Cat. 4 Rural . . . . . \$59,360,000 TOTAL . . . . . \$59,360,000	1
1c	US 96	Widen Non-Freeway - Brookeland (Jasper County) 0064-08-062	0.8 Miles North of RE 255, South	RE 255	FY 2024-2027	\$4,816,000	No Funding Change	No	Cat. 4 Rural . . . . . \$4,816,000 TOTAL . . . . . \$4,816,000	1
2a	US 69	Widen Freeway - Lumberton (Hardin County) 0065-06-067	US 96, South	Jefferson County Line	FY 2024-2027	\$33,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$5,889,999 Cat. 4 Urban . . . . . \$27,710,000 TOTAL . . . . . \$33,599,999 Cat. 4U increased \$24M	1
2b	US 69	Widen Freeway - Lumberton (Jefferson County) 0065-07-065	Hardin County Line, South	Tram Road	FY 2024-2027	\$6,720,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$6,720,000 TOTAL . . . . . \$6,720,000	1
3a	US 69	Widen Non-Freeway - Neches River (Jasper County) 0200-04-020	Angelina County Line	Tyler County Line	FY 2024-2027	\$20,160,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$20,160,000 TOTAL . . . . . \$20,160,000 Cat 4R increased \$18M	1
3b	US 69	Widen Non-Freeway - Neches River (Tyler County) 0200-05-036	Jasper County Line	1.35 Miles South of RR 255	FY 2024-2027	\$100,800,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$62,800,000 Cat. 12 Strategic Priority . . . . . \$38,000,000 TOTAL . . . . . \$100,800,000 Cat. 4R increased \$52M	1
4a	US 69	Widen Non-Freeway - Big Thicket (Tyler County) 0200-08-049	0.1 Miles South of Black Creek	Hardin County Line	FY 2024-2027	\$70,588,282	Funding Adjustment	No	Cat. 4 Rural . . . . . \$70,588,282 TOTAL . . . . . \$70,588,282 Cat. 4R increased \$45M	1
4b	US 69	Widen Non-Freeway - Big Thicket (Hardin County) 0200-09-069	Tyler County Line	0.75 Miles South of FM 1003	FY 2024-2027	\$71,948,477	Funding Adjustment	No	Cat. 4 Rural . . . . . \$71,948,477 TOTAL . . . . . \$71,948,477 Cat. 4R increased \$45M	1

## CHAMBERS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	SH 146	Widen Non-Freeway - Beaumont 0389-02-058	IH 10, South	Cedar Bayou	FY 2028-2033	\$39,200,000	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$19,600,000 Remaining funding TBD . . . . . \$19,600,000 TOTAL . . . . . \$39,200,000	1
6	FM 565	Widen Non-Freeway - Baytown 1024-01-077	SH 99, West	SH 146	FY 2024-2027	\$73,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$73,000,000 TOTAL . . . . . \$73,000,000 Cat. 2 increased \$30.7M	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# BEAUMONT DISTRICT **Listed Projects**

## HARDIN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	US 69	New Location Non-Freeway - Kountze 0200-10-060	0.75 Miles South of FM 1003	Mitchell Road	FY 2028-2033	\$399,840,000	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$200,000,000 Remaining funding TBD . . . . . \$199,840,000 TOTAL . . . . . \$399,840,000	1
8	SH 105	Widen Non-Freeway - Sour Lake 0339-04-036	0.10 Miles East of SH 326	Pine Island Bayou	FY 2024-2027	\$84,784,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$38,200,000 Cat. 12 Strategic Priority . . . . . \$46,584,000 TOTAL . . . . . \$84,784,000	1

## JEFFERSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	IH 10	10/69 Interchanges - Beaumont 0028-13-135	Hollywood Overpass, East	7th Street	FY 2024-2027	\$450,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$60,500,000 Cat. 4 Urban . . . . . \$101,750,000 Cat. 12 Strategic Priority . . . . . \$287,750,000 TOTAL . . . . . \$450,000,000 Cat. 2 added \$60.5 and Cat. 4U added \$101M and Cat 12 increased \$25.7M	1
10	US 69	Widen Freeway - Beaumont 0200-14-060	IH 10, South	SH 347	FY 2024-2027	\$91,680,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$56,830,000 Cat. 4 Urban . . . . . \$14,850,000 Cat. 12 Strategic Priority . . . . . \$20,000,000 TOTAL . . . . . \$91,680,000 Cat. 12 added \$20M	1
11	US 69	Freeway Ramp Improvements - Nederland 0200-15-025	Nederland Ave, South	Jimmy Johnson Blvd.	FY 2028-2033	\$12,656,000	No Funding Change	No	Cat. 4 Urban . . . . . \$12,656,000 TOTAL . . . . . \$12,656,000	1
N/A	Various	Flood Control Improvements 0920-00-133	Districtwide		FY 2024-2027	\$11,200,000	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$11,200,000 TOTAL . . . . . \$11,200,000	1
N/A	Various	Pedestrian, Sidewalks & Curb Ramps - Beaumont 0920-00-149	Districtwide		FY 2024-2027	\$2,940,000	New Authorization	No	Cat. 10 . . . . . \$1,560,000 Cat. 12 Strategic Priority . . . . . \$1,380,000 TOTAL . . . . . \$2,940,000	3

## LIBERTY COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
12a	US 90	Widen Non-Freeway - Liberty 0028-04-069	FM 160, East	SH 61	FY 2028-2033	\$110,000,000	Funding Adjustment	No	Cat. 4 Urban . . . . . \$15,690,000 Cat. 12 Strategic Priority . . . . . \$94,310,000 TOTAL . . . . . \$110,000,000 Cat. 12 added \$94M	1
12b	US 90	Widen Non-Freeway - Liberty 0028-04-077	FM 563	FM 160	FY 2028-2033	\$35,000,000	Funding Adjustment	No	Cat. 4 Urban . . . . . \$8,250,000 Cat. 12 Strategic Priority . . . . . \$26,750,000 TOTAL . . . . . \$35,000,000 Cat. 12 added \$26M	1

## NEWTON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13	SH 63	Replace Bridge - Sabine River 0214-03-032	On Texas Side of Sabine River		FY 2024-2027	\$13,000,000	No Funding Change	No	Cat. 4 Rural . . . . . \$11,100,000 Cat. 6 . . . . . \$1,900,000 TOTAL . . . . . \$13,000,000	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# BEAUMONT DISTRICT **Listed Projects**

## TYLER COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
14	US 69	New Location Non-Freeway - Colmesneil 0200-06-043	0.9 Miles South of RR 255	1.5 Miles North of US 190	FY 2028-2033	\$134,596,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$44,596,000 Cat. 12 Strategic Priority . . . . . \$90,000,000 TOTAL . . . . . \$134,596,000 Cat. 12 added \$90M	1
15a	US 69	New Location Non-Freeway - Woodville 0200-07-043	1.5 Miles North of US 190	FM 1013	FY 2024-2027	\$123,200,000	No Funding Change	No	Cat. 4 Rural . . . . . \$123,200,000 TOTAL . . . . . \$123,200,000	1
15b	US 69	New Location Non-Freeway - Woodville 0200-08-050	FM 1013	1 Miles South of Black Creek	FY 2024-2027	\$72,800,000	No Funding Change	No	Cat. 4 Rural . . . . . \$72,800,000 TOTAL . . . . . \$72,800,000	1
16	US 190	Passing Lanes (Super 2) - Woodville 0213-06-041	Polk County Line, East	0.299 Miles West of FM 256	FY 2024-2027	\$8,000,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$8,000,000 TOTAL . . . . . \$8,000,000 Cat. 4R increased \$2M	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# BROWNWOOD DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

As a rural district, the Brownwood District's priorities focus primarily on pavement preservation and safety. The district also expends considerable resources on seal coating and other improvements to make roads smooth and safe. The UTP in Brownwood reflects those priorities, with Category 1 as the most significant funding allocation. Each year, the district spends approximately \$10 million on seal coating projects, and several million dollars rehabilitating I-20 and other major corridors. Additionally, Category 11 allocations address maintenance and improvements required because of increased energy sector traffic.

These maintenance efforts range in size and scale, from local county roads to major corridors.

In addition to maintaining the entire system and improving safety for residents and travelers, the district focuses its efforts on priority corridors, including I-20, US 183, US 84, US 281, US 377 and US 190. The district uses multiple UTP funding sources to address a variety of needs along these corridors, including seal coating, guard rail improvements, and other rehabilitation efforts.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Brownwood TxDOT District [page](#)

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

### MPO:

[Killeen-Temple Metropolitan Planning Organization](#)

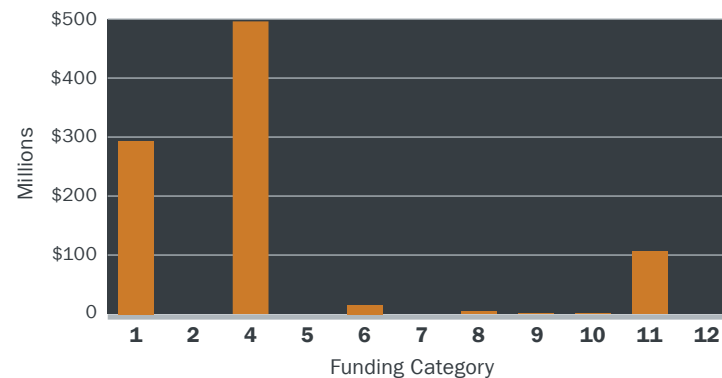
### CONTACT:

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

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

[@TxDOTBWD](#)

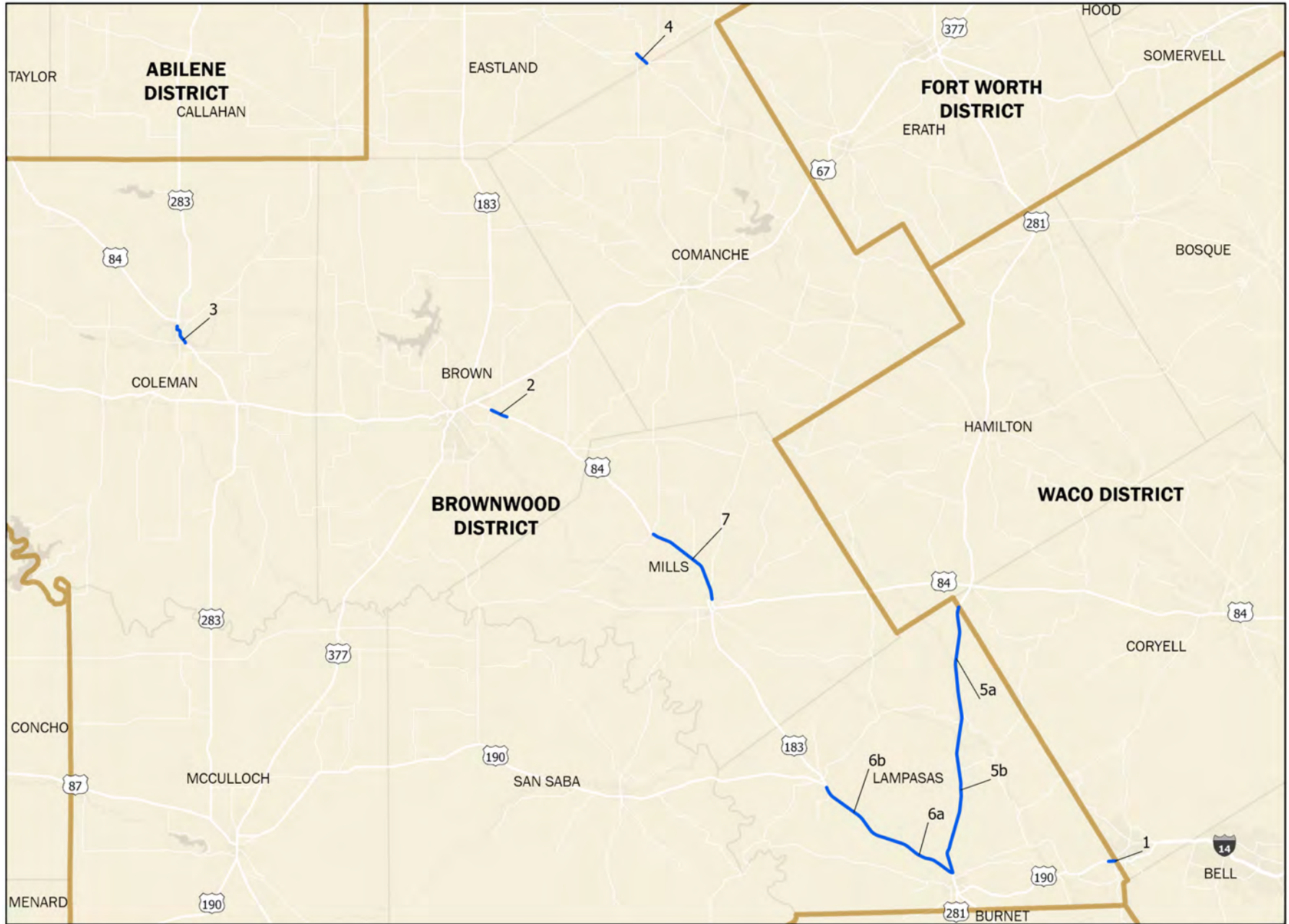
## BROWNWOOD DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TxDOT FUNDING CATEGORIES:

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

# BROWNWOOD DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# BROWNWOOD DISTRICT Listed Projects

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1	US 190	Widen Freeway - Copperas Cove (Lampasas County) 0231-01-003	0.6 Mile West of FM 2657	Coryell County Line	FY 2024-2027	\$10,528,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$10,528,000 TOTAL..... \$10,528,000 Cat. 2 increased \$5.2M	2

## BROWN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 84	Widen Non-Freeway - Early 0054-07-086	FM 2126	Near Ft. Worth & Western Railroad	FY 2028-2033	\$20,160,000	New Authorization	No	Cat. 4 Rural..... \$20,160,000 TOTAL..... \$20,160,000	1

## COLEMAN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 84	Widen Non-Freeway - Brownwood 0054-04-116	Hords Creek	SH 153	FY 2028-2033	\$61,600,000	New Authorization	No	Cat. 4 Rural..... \$61,600,000 TOTAL..... \$61,600,000	1

## EASTLAND COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	SH 6	Widen Non-Freeway - Gorman 0257-04-031	0.18 Miles N. of Crescent St	Comanche County Line	FY 2024-2027	\$23,196,000	New Authorization	No	Cat. 4 Rural..... \$23,196,000 TOTAL..... \$23,196,000	2

## LAMPASAS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5a	US 281	Widen Non-Freeway - Lampasas County 0251-04-023	Coryell County Line	FM 581 East	FY 2028-2033	\$98,112,000	Funding Adjustment	No	Cat. 4 Rural..... \$98,112,000 TOTAL..... \$98,112,000 Cat. 4R increased \$80M	1
5b	US 281	Widen Non-Freeway - Lampasas 0251-05-054	FM 581 East	US 183	FY 2028-2033	\$122,640,000	Funding Adjustment	No	Cat. 4 Rural..... \$119,717,124 Remaining funding TBD..... \$2,922,876 TOTAL..... \$122,640,000 Cat. 4R increased \$104M	1
6a	US 183	Widen Non-Freeway - Lampasas 0272-06-031	8.53 Miles Northwest of Lampasas	US 281	FY 2024-2027	\$22,100,000	Funding Adjustment	No	Cat. 4 Rural..... \$22,100,000 TOTAL..... \$22,100,000 Cat. 4R increased \$4M	1
6b	US 183	Widen Non-Freeway - Lometa 0272-06-032	0.46 Miles South of Lometa	8.53 Miles Northwest of Lampasas	FY 2024-2027	\$24,513,184	Funding Adjustment	No	Cat. 4 Rural..... \$24,513,184 TOTAL..... \$24,513,184 Cat. 4R increased \$6M	1

## MILLS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	US 84	Widen Non-Freeway - Brownwood 0054-09-035	FM 573	US 183	FY 2028-2033	\$79,200,006	New Authorization	No	Cat. 4 Rural..... \$79,200,006 TOTAL..... \$79,200,006	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# BRYAN DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

One example of efforts to improve statewide connectivity is the work to continually upgrade the I-45 corridor designed in the 1960s through the eastern portion of the district. I-45 connects Dallas and Houston and serves as the primary hurricane evacuation route. Walker County has one section under construction within the City of Huntsville and another project in the design stage. 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.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Bryan TxDOT District [page](#)

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

### MPO:

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

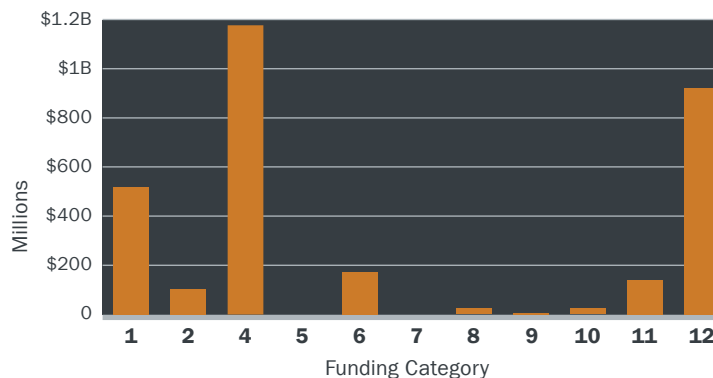
### CONTACT:

[bobby.colwell@txdot.gov](mailto:bobby.colwell@txdot.gov)

2591 North Earl Rudder Freeway  
Bryan, TX 77803  
(979) 778-9764

[@TxDOTBRYAN](#)

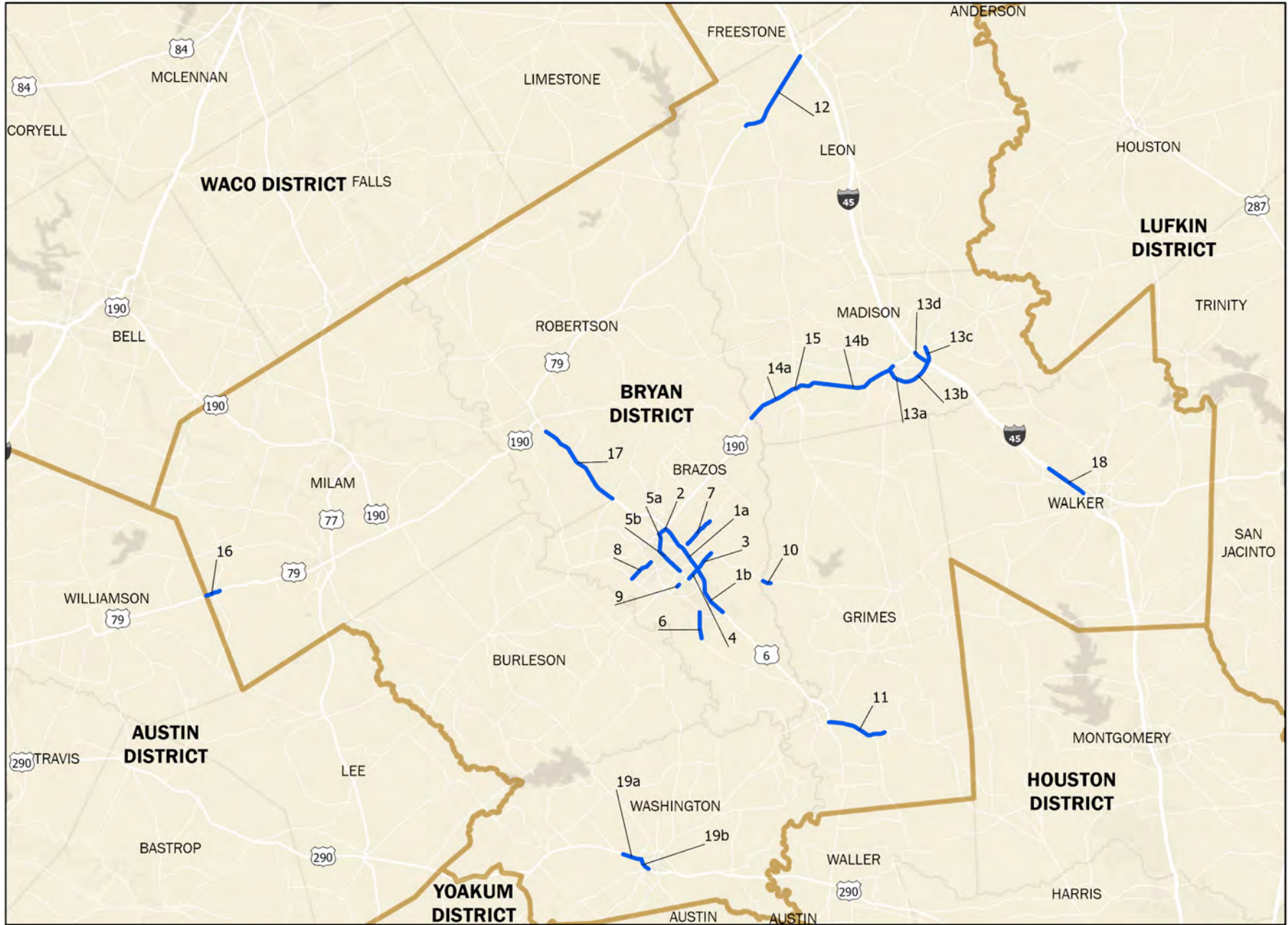
## BRYAN DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TxDOT FUNDING CATEGORIES:

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

# BRYAN DISTRICT Listed Projects



— UTP Listed Projects 2024

# BRYAN DISTRICT **Listed Projects**

## BRAZOS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	SH 6	Widen Freeway - Bryan/ College Station 0049-12-110	SH 21	BS-6R South	FY 2024-2027	\$393,688,556	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$24,888,047 Cat. 4 Urban . . . . . \$18,031,609 Cat. 12 Strategic Priority . . . . . \$350,768,900 TOTAL . . . . . \$393,688,556 Cat. 2 increased \$18.5M, Cat. 12 increased \$142M and Cat. 4U added \$18M	1
1b	SH 6	Widen Freeway - College Station 0050-02-117	BS-6R South	SH 40	FY 2024-2027	\$79,820,341	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,310,671 Cat. 4 Urban . . . . . \$39,518,143 Cat. 12 Strategic Priority . . . . . \$24,991,527 TOTAL . . . . . \$79,820,341 Cat. 12 added \$24M	1
2	SH 21	Widen Non-Freeway - Bryan 0117-01-051	BS 6-R	SH 6	FY 2024-2027	\$8,741,931	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$8,741,931 TOTAL . . . . . \$8,741,931	2
3	SH 30	Widen Non-Freeway - Brazos County 2446-01-032	SH 6	FM 158	FY 2028-2033	\$24,578,400	New Authorization	No	Cat. 3 Local . . . . . \$7,000,000 Cat. 4 Urban . . . . . \$17,578,400 TOTAL . . . . . \$24,578,400	1
4	SH 30	Safety & Pedestrian - College Station 2446-01-034	BS 6-R	SH 6	FY 2028-2033	\$4,756,079	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$4,756,079 TOTAL . . . . . \$4,756,079	3
5a	BS 6R	Intersection & Operational Imprv - Bryan 0049-09-092	SH 21	FM 158	FY 2024-2027	\$6,510,843	No Funding Change	No	Cat. 1 . . . . . \$724,004 Cat. 2 Metro/Urban Corridor . . . . . \$2,555,719 Cat. 4 Urban . . . . . \$3,231,120 TOTAL . . . . . \$6,510,843	1
5b	BS 6R	Intersection & Operational Imprv - Bryan 0050-01-094	FM 158	FM 60	FY 2024-2027	\$22,096,667	No Funding Change	No	Cat. 1 . . . . . \$2,087,936 Cat. 2 Metro/Urban Corridor . . . . . \$11,451,163 Cat. 4 Urban . . . . . \$8,557,568 TOTAL . . . . . \$22,096,667	1
6	FM 2154	Widen Non-Freeway - College Station 0540-04-074	SH 40	Greens Prairie Road	FY 2024-2027	\$27,129,496	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$27,129,496 TOTAL . . . . . \$27,129,496 Cat. 2 increased \$2.2M	1
7	FM 1179	Widen Non-Freeway - Bryan 1316-01-071	Easterling Drive	FM 158	FY 2028-2033	\$20,403,821	Funding Adjustment	No	Cat. 1 . . . . . \$1,000,000 Cat. 2 Metro/Urban Corridor . . . . . \$16,403,821 Cat. 10 . . . . . \$3,000,000 TOTAL . . . . . \$20,403,821 Cat. 2 increased \$6.1M	1
8	FM 1688	Widen Non-Freeway - Brazos County 1560-02-019	SH 47	FM 2818	FY 2028-2033	\$32,186,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$3,607,600 Cat. 3 Local . . . . . \$10,000,000 Remaining funding TBD . . . . . \$18,578,400 TOTAL . . . . . \$32,186,000	1
9	FM 2347	Interchange at FM 2347 - College Station 3138-01-020	Intersection of FM 2154 and FM 2347	Union Pacific Railroad	FY 2024-2027	\$103,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$20,500,000 Cat. 3 Local . . . . . \$14,987,118 Cat. 4 Urban . . . . . \$9,506,441 Cat. 10 . . . . . \$3,000,000 Cat. 12 Strategic Priority . . . . . \$55,006,441 TOTAL . . . . . \$103,000,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# BRYAN DISTRICT **Listed Projects**

## GRIMES COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
10	SH 30	Bridge Replacement - Grimes County 0212-04-041	1.61 Miles East of SH 40	2.59 Miles East of SH 40	FY 2024-2027	\$12,299,826	New Authorization	No	Cat. 4 Rural..... \$4,199,826 Cat. 6..... \$8,100,000 TOTAL..... \$12,299,826	2
11	SH 105	Widen Non-Freeway - Navasota 0338-01-067	SH 249	SH 6	FY 2028-2033	\$157,433,314	New Authorization	No	Cat. 4 Rural..... \$157,433,314 TOTAL..... \$157,433,314	1

## LEON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
12	US 79	Widen Non-Freeway - Jewett to Buffalo 0205-04-047	0.3 Miles West of IH 45	0.5 Miles West of FM 1512	FY 2024-2027	\$164,532,928	Funding Adjustment	No	Cat. 4 Rural..... \$164,532,928 TOTAL..... \$164,532,928 Cat. 4R increased \$53M	1

## MADISON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13a	SL 1853	Madisonville Relief Route 0171-11-002	SH 21	0.3 Miles East of SH 90	FY 2024-2027	\$127,208,336	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$127,208,336 TOTAL..... \$127,208,336 Cat. 12 increased \$34M	1
13b	SL 1853	Madisonville Relief Route 0171-11-003	SH 90	IH 45	FY 2024-2027	\$98,996,814	No Funding Change	No	Cat. 12 Strategic Priority:..... \$98,996,814 TOTAL..... \$98,996,814	1
13c	SL 1853	Madisonville Relief Route 0171-11-004	IH 45	SH 21	FY 2024-2027	\$35,271,757	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$35,271,757 TOTAL..... \$35,271,757 Cat. 12 increased \$29M	1
13d	IH 45	Interchange - Madison County 0675-05-105	0.5 Miles South of SS 104	US 190	FY 2024-2027	\$54,768,959	New Authorization	No	Cat. 12 Strategic Priority..... \$54,768,959 TOTAL..... \$54,768,959	1
14a	US 190	Widen Non-Freeway - Madison County 0117-03-024	Brazos County Line	1 Miles East of FM 39	FY 2024-2027	\$39,223,005	Funding Adjustment	No	Cat. 4 Rural..... \$39,223,005 TOTAL..... \$39,223,005 Cat. 4R increased \$7M	2
14b	US 190	Widen Non-Freeway - Madison County 0117-04-031	1 Miles East of FM 39	Martin L King Blvd.	FY 2024-2027	\$92,788,364	Funding Adjustment	No	Cat. 4 Rural..... \$92,788,364 TOTAL..... \$92,788,364 Cat. 4R increased \$30M	2
15	US 190	Widen Non-Freeway - Madison County 0117-10-001	1.71 Miles West of FM 39	1.77 Miles East of FM 39	FY 2024-2027	\$61,836,862	Funding Adjustment	No	Cat. 4 Rural..... \$61,836,862 TOTAL..... \$61,836,862 Cat. 4R increased \$28M	1

## MILAM COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
16	US 79	Widen Non-Freeway - Thorndale 0204-05-041	0.85 Miles East of FM 486	Williamson County Line	FY 2028-2033	\$8,737,473	Funding Adjustment	No	Cat. 4 Rural..... \$8,737,473 TOTAL..... \$8,737,473 Cat. 4R increased \$3M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# BRYAN DISTRICT **Listed Projects**

## ROBERTSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
17	US 190	Widen Non-Freeway - Robertson County 0049-08-071	Hearne City Limit	OSR	FY 2028-2033	\$203,360,580	Funding Adjustment	No	Cat. 4 Rural.....\$200,360,580 Cat. 10.....\$3,000,000 TOTAL.....\$203,360,580 Cat. 4R increased \$36M	1

## WALKER COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
18	IH 45	IH 45 Segment 2B 0675-06-103	SH 30	0.7 Miles South of FM 1696	FY 2024-2027	\$322,299,794	Funding Adjustment	No	Cat. 4 Rural.....\$149,096,358 Cat. 12 Strategic Priority.....\$173,203,436 TOTAL.....\$322,299,794 Cat. 4R increased \$90M	1

## WASHINGTON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
19a	US 290	Intersection & Operational Imprv - Brenham 0114-09-091	1.2 Miles East of FM 2679	SH 36	FY 2024-2027	\$38,121,658	No Funding Change	No	Cat. 4 Rural.....\$38,121,658 TOTAL.....\$38,121,658	1
19b	US 290	Interchange at BU 290 - Brenham 0186-06-082	0.2 Miles North of BU 290	1.4 Miles South of BU 290	FY 2024-2027	\$192,781,336	Funding Adjustment	No	Cat. 4 Rural.....\$192,781,336 TOTAL.....\$192,781,336 Cat. 4R increased \$127M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# CHILDRESS DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

from maintenance supervisors and engineers, and an assessment of county-level spending to understand local needs.

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

## REGIONAL PLANNING RESOURCES

### ONLINE:

Childress TxDOT District [page](#)

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

### CONTACT:

[chuck.steed@txdot.gov](mailto:chuck.steed@txdot.gov)

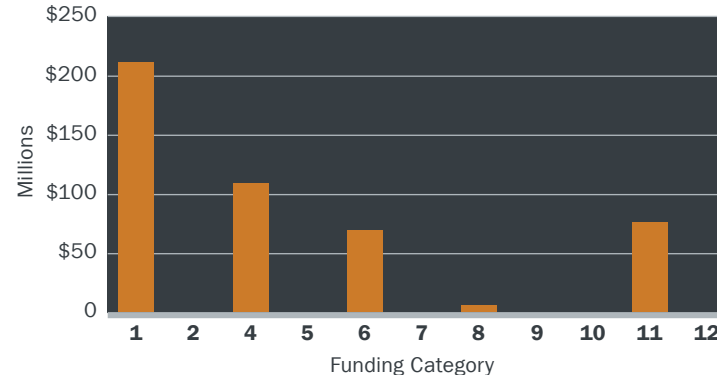
7599 US 287

Childress, TX 79201

(940) 937-7288

[@TxDOTCHILDRESS](#)

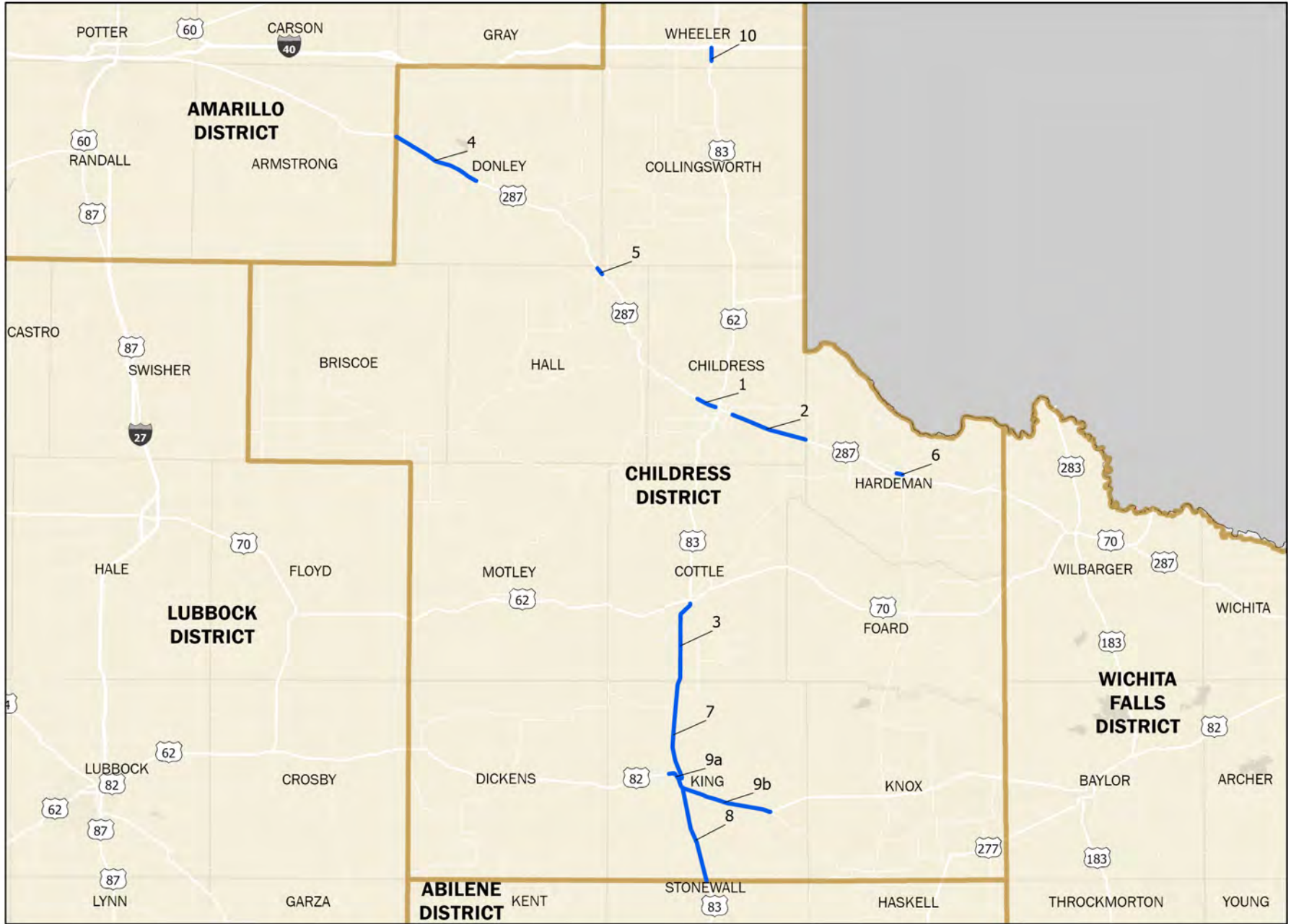
## CHILDRESS DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# CHILDRESS DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# CHILDRESS DISTRICT **Listed Projects**

## CHILDRESS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1	US 287	Overlay - Childress County 0042-12-086	Childress WCL, West	Windmill Hill (NBL) (Ramps)	FY 2024-2027	\$4,256,000	New Authorization	No	Cat. 4 Rural..... \$4,256,000 TOTAL..... \$4,256,000	1
2	US 287	Overlay - Childress County 0043-01-084	Childress ECL, East	Hardeman County Line (SBL)	FY 2028-2033	\$6,496,000	New Authorization	No	Cat. 4 Rural..... \$6,496,000 TOTAL..... \$6,496,000	1

## COTTLE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 83	Super-2 Highway - Paducah 0032-04-034	FM 1038, South	King County Line	FY 2028-2033	\$16,628,640	New Authorization	No	Cat. 4 Rural..... \$16,628,640 TOTAL..... \$16,628,640	3

## DONLEY COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	US 287	Overlay - Clarendon 0042-06-076	Armstrong County Line, East	Clarendon ECL (SBL)	FY 2024-2027	\$8,408,608	New Authorization	No	Cat. 4 Rural..... \$8,408,608 TOTAL..... \$8,408,608	1

## HALL COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	US 287	Rehabilitation of Existing Road - Memphis 0042-09-128	Medical Dr (End of Divided Section), South	FM 1547 (Existing Concrete Section)	FY 2028-2033	\$10,483,200	New Authorization	No	Cat. 4 Rural..... \$10,483,200 TOTAL..... \$10,483,200	3

## HARDEMAN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	US 287	Rehabilitation of Existing Road - Childress 0043-02-078	SL 285, East	SH 6	FY 2028-2033	\$9,856,000	No Funding Change	No	Cat. 4 Rural..... \$9,856,000 TOTAL..... \$9,856,000	1

## KING COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	US 83	Super-2 Highway - King County 0032-05-044	Cottle County Line, South	4th Street	FY 2028-2033	\$19,901,280	New Authorization	No	Cat. 4 Rural..... \$19,901,280 TOTAL..... \$19,901,280	3
8	US 83	Super-2 Highway - King County 0032-06-040	US 82 Overpass, South	Stonewall County Line	FY 2028-2033	\$19,488,000	New Authorization	No	Cat. 4 Rural..... \$19,488,000 TOTAL..... \$19,488,000	3
9a	US 82	Rehabilitation of Existing Road - King County 0132-03-036	0.422 Miles East of Guthrie Airport, East	0.109 Miles East of US 83	FY 2024-2027	\$2,800,000	New Authorization	No	Cat. 4 Rural..... \$2,800,000 TOTAL..... \$2,800,000	2
9b	US 82	Rehabilitation of Existing Road - King County 0133-01-055	0.109 Miles East of US 83, East	SH 222	FY 2024-2027	\$8,736,000	New Authorization	No	Cat. 4 Rural..... \$8,736,000 TOTAL..... \$8,736,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

**WHEELER COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
10	US 83	Rehabilitation of Existing Road - Shamrock 0031-01-024	CR SC (CR 15), North	Bus IH 40	FY 2028-2033	\$1,792,000	New Authorization	No	Cat. 4 Rural: ..... \$1,792,000 TOTAL ..... \$1,792,000	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# CORPUS CHRISTI DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

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

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

## REGIONAL PLANNING RESOURCES

### ONLINE:

Corpus Christi TxDOT District [page](#)

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

### MPO:

[Corpus Christi Metropolitan Planning Organization](#)

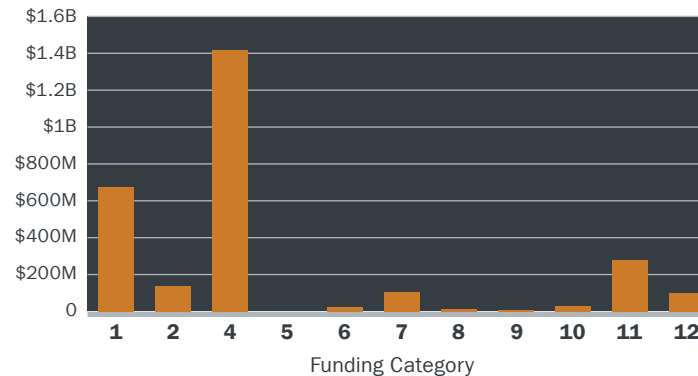
### CONTACT:

[rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov)

1701 S. Padre Island Drive  
Corpus Christi, TX 78416  
(361) 808-2544

[@TxDOT\\_CRP](#)

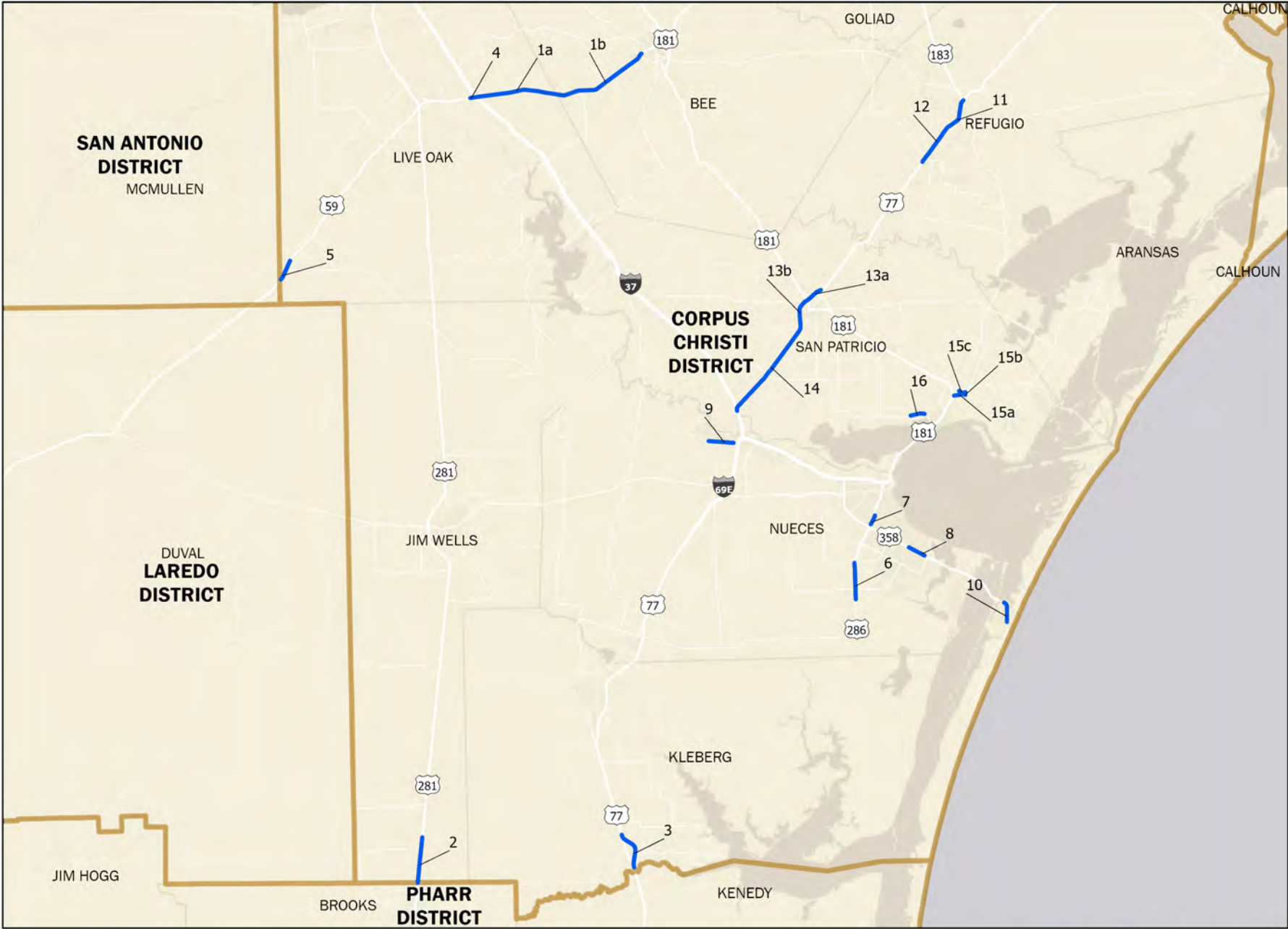
## CORPUS CHRISTI DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# CORPUS CHRISTI DISTRICT Listed Projects



— UTP Listed Projects 2024



# CORPUS CHRISTI DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 59	Widen Non-Freeway - IH 37 to Beeville (Live Oak County) 0447-01-046	Bee County Line	IH 37	FY 2028-2033	\$70,560,000	No Funding Change	No	Cat. 4 Rural..... \$70,560,000 TOTAL..... \$70,560,000	1
1b	US 59	Widen Non-Freeway - IH 37 to Beeville (Bee County) 0447-02-038	Live Oak County Line	0.3 Miles East of FM 351	FY 2028-2033	\$89,600,000	New Authorization	No	Cat. 4 Rural..... \$89,600,000 TOTAL..... \$89,600,000	1

## JIM WELLS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 281	Upgrade to Freeway - Premont to Falfurrias 0255-02-055	1 Mile North of FM 1538	Brooks County Line	FY 2028-2033	\$100,800,000	Funding Adjustment	No	Cat. 4 Rural..... \$100,800,000 TOTAL..... \$100,800,000 Cat. 4R increased \$33M	1

## KLEBERG COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 77	Riviera Relief Route 0327-09-002	1.5 Miles N. of SH 285 Intersection	Kenedy/Kleberg County Line	FY 2024-2027	\$177,688,000	Funding Adjustment	No	Cat. 4 Rural..... \$177,688,000 TOTAL..... \$177,688,000 Cat. 4R increased \$50M	1

## LIVE OAK COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	US 59	Interchange - Live Oak County at IH 37 0447-01-051	1.0 Miles West of IH 37	1.0 Miles East of IH 37	FY 2028-2033	\$145,600,000	New Authorization	No	Cat. 4 Rural..... \$145,600,000 TOTAL..... \$145,600,000	1
5	US 59	Interchange at FM 624 at FM 624 0542-06-051	At FM 624		FY 2028-2033	\$28,000,000	No Funding Change	No	Cat. 4 Rural..... \$28,000,000 TOTAL..... \$28,000,000	1

## NUECES COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	South of FM 2444	FY 2024-2027	\$60,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$60,000,000 TOTAL..... \$60,000,000 Cat. 2 increased \$8M	1
7	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	Horne Rd.	FY 2024-2027	\$33,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$28,000,000 Cat. 4 Urban..... \$5,600,000 TOTAL..... \$33,600,000 Cat. 2 increased \$4M and Cat. 4U increased \$1.6M	1
8	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	Nile Drive	Staples Street	FY 2024-2027	\$56,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$50,000,000 Cat. 4 Urban..... \$6,000,000 TOTAL..... \$56,000,000 Cat. 2 increased \$10M and Cat. 4U added \$6M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# CORPUS CHRISTI DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	Wildcat Dr.	FY 2024-2027	\$29,640,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$11,640,000 Cat. 4 Urban . . . . . \$16,000,000 Cat. 7 . . . . . \$2,000,000 TOTAL . . . . . \$29,640,000 Cat. 2 increased \$2.3M and Cat. 4U increased \$6M	1
10	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	Aquarius St.	Whitecap Blvd.	FY 2028-2033	\$17,920,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,920,000 Remaining funding TBD . . . . . \$2,000,000 TOTAL . . . . . \$17,920,000	2

## REFUGIO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
11	US 77	Refugio Relief Route 0371-03-090	North of Refugio	South of Refugio (Relief Route)	FY 2028-2033	\$358,400,000	No Funding Change	No	Cat. 4 Rural . . . . . \$358,400,000 TOTAL . . . . . \$358,400,000	1
12	US 77	Upgrade to Freeway - Woodsboro 0371-03-130	South of Refugio RR	South of Woodsboro	FY 2028-2033	\$105,280,000	Funding Adjustment	No	Cat. 12 Strategic Priority . . . . . \$105,280,000 TOTAL . . . . . \$105,280,000 Cat. 12 added \$105M	1

## SAN PATRICIO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	Chiltipin Creek Br (Control Break)	Business North (Sinton)	FY 2024-2027	\$31,360,000	No Funding Change	No	Cat. 4 Rural . . . . . \$31,360,000 TOTAL . . . . . \$31,360,000	1
13b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	Business South (Sinton)	Chiltipin Creek Br (Control Break)	FY 2024-2027	\$91,840,000	No Funding Change	No	Cat. 4 Rural . . . . . \$91,840,000 TOTAL . . . . . \$91,840,000	1
14	US 77	Upgrade to Freeway - IH 37 to Sinton 0372-01-106	IH 37 And Interchange	FM 1945 (South of Sinton)	FY 2028-2033	\$593,600,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$225,124,191 Remaining funding TBD . . . . . \$368,475,809 TOTAL . . . . . \$593,600,000 Cat. 4R increased \$200M	1
15a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	0.23 Miles North of SH 361	FY 2024-2027	\$36,400,000	Funding Adjustment	No	Cat. 4 Urban . . . . . \$36,400,000 TOTAL . . . . . \$36,400,000 Cat. 4U increased \$6.7M	1
15b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	At SH35 Interchange	0.15 Miles SE On SH 361	FY 2024-2027	\$59,360,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$46,862,407 Cat. 4 Urban . . . . . \$12,497,593 TOTAL . . . . . \$59,360,000 Cat. 2 increased \$2M and Cat. 4U added \$12.4M	1
15C	SS 202	Interchange - Gregory 0180-11-016	Ave H in Gregory	SH 35 Northbound Frontage Rd	FY 2024-2027	\$16,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$16,800,000 TOTAL . . . . . \$16,800,000	1
16	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (Stark Rd)	0.2 Miles West of CR 79 (Gum Hollow)	FY 2024-2027	\$13,000,000	Funding Adjustment	No	Cat. 1 . . . . . \$500,000 Cat. 2 Metro/Urban Corridor . . . . . \$12,500,000 TOTAL . . . . . \$13,000,000 Cat. 2 increased \$4.5M	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# DALLAS DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

The Dallas District's projects represent some of the department's biggest – and most expensive—efforts. When planning for projects, district staff consider the transportation needs of the traveling public and the region, along with the viability and availability of different funding categories.

The I-30 Canyon project through downtown Dallas would reconstruct the underutilized collector-distributor roads and widen the main lanes of I-30 between I-35E and I-45 to address the bottleneck on the 11th most congested roadway in the state.

At the Dallas County/Rockwall County line, the district is widening I-30 and adding continuous frontage roads across Lake Ray Hubbard to provide reliability. The current roadway is inadequate to handle traffic congestion and population growth and results in bottlenecks and road closures when there is an incident on the lake bridge. I-635 East, the \$1.74 billion design-build roadway project which began construction in 2020, is expected to be complete at the end of 2024. All these projects are part of the Texas Clear Lanes initiative.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Dallas TxDOT District [page](#)

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

### MPO:

[North Central Texas Council of Governments](#)

### CONTACT:

[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)

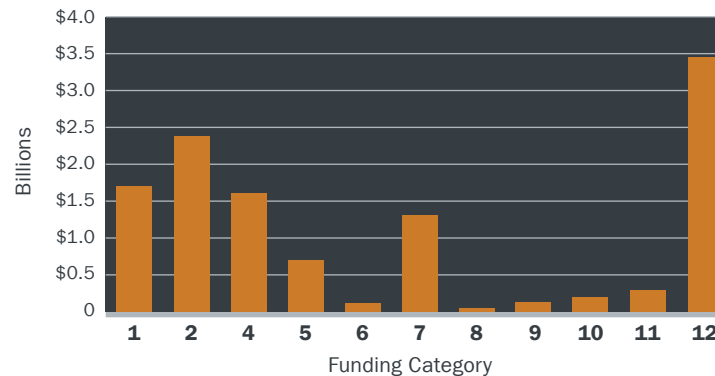
4777 E US 80

Mesquite, TX 75150

(214) 320-6100

[@TxDOTDallas](#)

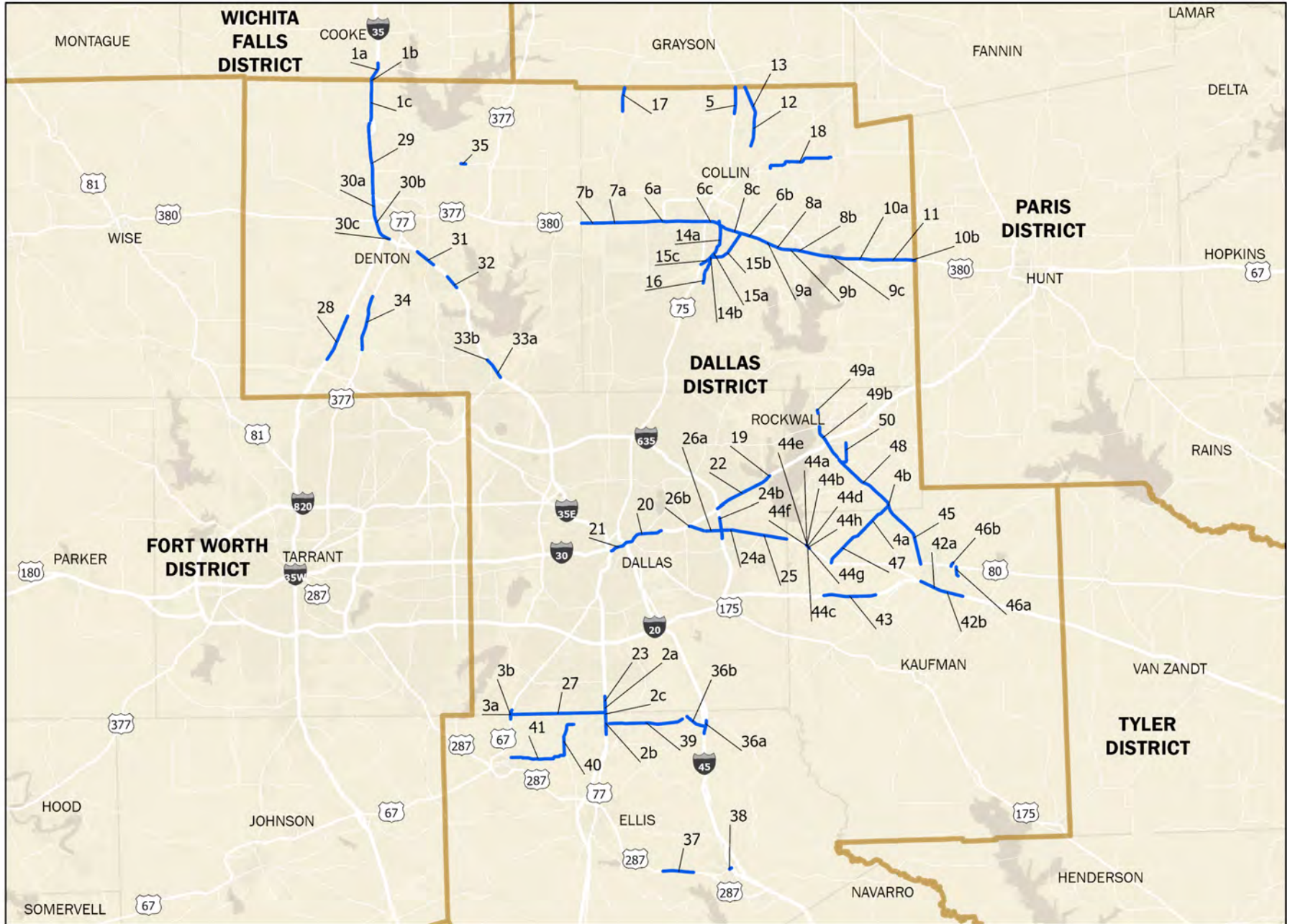
## DALLAS DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# DALLAS DISTRICT Listed Projects



— UTP Listed Projects 2024

# DALLAS DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	IH 35	Denton County Connections (Cooke County) 0195-01-116	Denton County Line	North of FM 3002	FY 2028-2033	\$84,802,066	No Funding Change	No	Cat. 4 Urban ..... \$26,485,589 Cat. 12 Strategic Priority ..... \$58,316,477 TOTAL ..... \$84,802,066	1
1b	IH 35	Denton County Connections (Denton County) 0195-02-084	North of View Rd	Denton/Cooke CL	FY 2028-2033	\$69,515,027	New Authorization	No	Cat. 11 District Discretionary ..... \$2,574,631 Cat. 12 Strategic Priority ..... \$66,940,396 TOTAL ..... \$69,515,027	1
1c	IH 35	Denton County Connections (Denton County) 0195-02-081	North of FM 455	North of View Rd	FY 2024-2027	\$175,274,676	No Funding Change	No	Cat. 12 Strategic Priority ..... \$175,274,675 TOTAL ..... \$175,274,675	1
2a	IH 35E	Loop 9 Segment B (Dallas County) 0442-02-162	Ellis County Line	Bear Creek Road	FY 2024-2027	\$18,240,092	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$17,657,092 Cat. 7 ..... \$583,000 TOTAL ..... \$18,240,092 Cat. 2 increased \$4.9M	1
2b	IH 35E	FM 664 (Ellis County) 0442-03-042	At FM 664		FY 2024-2027	\$68,207,146	Funding Adjustment	No	Cat. 4 Urban ..... \$68,207,146 TOTAL ..... \$68,207,146 Cat. 4U increased \$18M	1
2c	IH 35E	Loop 9 Segment B (Ellis County) 0442-03-044	Reese Drive	Dallas County Line	FY 2024-2027	\$28,715,389	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$28,715,389 TOTAL ..... \$28,715,389 Cat. 2 increased \$10M	1
3a	US 67	Interchange at Lake Ridge Pkwy - Midlothian (Ellis County) 0261-01-041	At Lake Ridge Pkwy		FY 2024-2027	\$48,260,662	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$48,260,662 TOTAL ..... \$48,260,662 Cat. 2 increased \$17M	1
3b	US 67	Interchange at Lake Ridge Pkwy - Cedar Hill (Dallas County) 0261-02-081	At Lake Ridge Parkway		FY 2024-2027	\$28,309,411	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$28,309,411 TOTAL ..... \$28,309,411 Cat. 2 increased \$6M	1
4a	FM 548	Widen Non-Freeway - Forney (Kaufman County) 2588-01-017	Windmill Farms Blvd	South of SH 205 (Rockwall County Line)	FY 2028-2033	\$50,925,644	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$8,448,796 Remaining funding TBD ..... \$42,476,848 TOTAL ..... \$50,925,644	2
4b	FM 548	Widen Non-Freeway - Forney (Rockwall County) 2588-02-008	South of SH 205 (Kaufman County Line)	SH 205	FY 2028-2033	\$11,470,963	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$11,470,963 TOTAL ..... \$11,470,963 Cat. 2 increased \$5M	1

## COLLIN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	US 75	Widen Freeway - Van Alstyne 0047-14-053	North of CR 370	CR 375 (Grayson County Line)	FY 2024-2027	\$99,065,468	Funding Adjustment	No	Cat. 4 Urban ..... \$35,266,450 Cat. 12 Strategic Priority ..... \$63,799,019 TOTAL ..... \$99,065,469 Cat. 4U increased \$17M and Cat. 12 increased \$17M	1
6a	US 380	US 380 - Collin County 0135-02-065	Coit Road	Jct US 380/ University Drive	FY 2028-2033	\$165,692,800	No Funding Change	No	Cat. 4 Urban ..... \$45,692,800 Cat. 12 Strategic Priority ..... \$120,000,000 TOTAL ..... \$165,692,800	1
6b	US 380	US 380 - Collin County 0135-03-053	Jct US 380/East University (East of McKinney)	FM 1827	FY 2028-2033	\$16,083,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$16,083,200 TOTAL ..... \$16,083,200	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# DALLAS DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6c	US 380	US 380 - Collin County 0135-15-002	Jct US380/ W University (West of McKinney)	Jct US380/ E University (East of McKinney)	FY 2028-2033	\$810,036,080	Funding Adjustment	No	Cat. 4 Urban ..... \$94,718,639 Cat. 12 Strategic Priority ..... \$386,513,136 Remaining funding TBD ..... \$328,804,305 TOTAL ..... \$810,036,080 Cat. 12 increased \$100M	1
7a	US 380	US 380 - Collin County 0135-02-068	East of SH 289	West of Lakewood Drive	FY 2028-2033	\$95,536,000	New Authorization	No	Cat. 12 Strategic Priority ..... \$47,768,000 Remaining funding TBD ..... \$47,768,000 TOTAL ..... \$95,536,000	1
7b	US 380	US 380 - Collin County 0135-11-024	Denton/Collin CL	East of SH 289	FY 2028-2033	\$180,320,000	New Authorization	No	Cat. 12 Strategic Priority ..... \$90,160,000 Remaining funding TBD ..... \$90,160,000 TOTAL ..... \$180,320,000	1
8a	US 380	US 380 Princeton 0135-03-046	West of Bridge Farmer Rd	4th Street	FY 2024-2027	\$44,225,917	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$24,189,901 Cat. 3 Local ..... \$11,000,000 Cat. 4 Urban ..... \$9,036,016 TOTAL ..... \$44,225,917 Cat. 2 increased \$4M and Cat. 4U added \$9M	1
8b	US 380	US 380 Princeton 0135-04-033	4th Street	CR 458	FY 2024-2027	\$7,722,382	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$7,722,380 TOTAL ..... \$7,722,380 Cat. 2 increased \$2M	1
8c	US 380	US 380 Princeton 0135-03-057	Airport Drive	West of Bridge farmer Rd	FY 2024-2027	\$34,556,834	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$34,556,833 TOTAL ..... \$34,556,833 Cat. 2 increased \$2M	1
9a	US 380	US 380 - Collin County 0135-03-056	FM 1827	Jct US 380/ West Princeton Drive	FY 2028-2033	\$16,552,435	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$1,000,000 Remaining funding TBD ..... \$15,552,435 TOTAL ..... \$16,552,435	1
9b	US 380	US 380 - Collin County 0135-16-002	Jct US 380/ West of Princeton Drive	Jct US 380/ East of Princeton Drive	FY 2028-2033	\$464,290,445	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$1,000,000 Remaining funding TBD ..... \$463,290,445 TOTAL ..... \$464,290,445	1
9c	US 380	US 380 - Collin County 0135-04-036	Jct US 380/ East Princeton Drive	CR 560	FY 2028-2033	\$127,008,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$27,000,000 Cat. 3 Local ..... \$60,000,000 Cat. 12 Strategic Priority ..... \$40,008,000 TOTAL ..... \$127,008,000	1
10a	US 380	US 380 - Collin County 0135-04-038	CR 560	Jct US 380/ Audie Murphy W/o Farmersville	FY 2028-2033	\$20,944,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$1,000,000 Remaining funding TBD ..... \$19,944,000 TOTAL ..... \$20,944,000	1
10b	US 380	US 380 - Collin County 0135-05-028	West of CR 698 (Hunt County Line)	CR 698/CR 699 (Collin/Hunt County Line)	FY 2028-2033	\$35,280,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$1,000,000 Remaining funding TBD ..... \$34,280,000 TOTAL ..... \$35,280,000	1
11	US 380	US 380 - Collin County 0135-17-002	Jct US380/Audie Murphy West of Farmersville	West of CR 698 (Collin/Hunt County Line)	FY 2028-2033	\$506,016,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$1,000,000 Remaining funding TBD ..... \$505,016,000 TOTAL ..... \$506,016,000	1
12	SH 5	Widen Non-Freeway - Anna 0047-04-032	North of Collin County Outer Loop	North of Hackberry Dr	FY 2028-2033	\$37,505,048	New Authorization	No	Cat. 4 Urban ..... \$37,505,048 TOTAL ..... \$37,505,048	2
13	SH 5	Widen Non-Freeway - Collin County 0047-04-033	North of Hackberry Dr	CR 375	FY 2028-2033	\$32,473,108	New Authorization	No	Cat. 4 Urban ..... \$32,473,108 TOTAL ..... \$32,473,108	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# DALLAS DISTRICT Listed Projects

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
14a	SH 5	Widen Non-Freeway - McKinney 0047-05-057	SS 399	Power House Street	FY 2024-2027	\$116,433,994	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$86,750,627 Cat. 4 Urban . . . . . \$29,683,367 TOTAL . . . . . \$116,433,994 Cat. 4U added \$29M	1
14b	SS 399	Interchange at SH 5 - McKinney 0364-04-049	At SH 5		FY 2028-2033	\$40,620,471	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$40,620,471 TOTAL . . . . . \$40,620,471 Cat. 2 increased \$4M	1
15a	SH 5	New Location Freeway - McKinney (US 380 Collin County Project) 0047-05-058	SH 5 /Spur 399	Spur 399 Extension	FY 2028-2033	\$24,199,370	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$24,199,370 TOTAL . . . . . \$24,199,370 Cat. 2 increased \$2M	1
15b	SS 399	New Location Freeway - McKinney 0047-10-002	SH 5	US 380	FY 2028-2033	\$938,159,376	Funding Adjustment	No	Cat. 12 Strategic Priority . . . . . \$277,120,000 Remaining funding TBD . . . . . \$661,039,376 TOTAL . . . . . \$938,159,376 Cat. 12 increased \$150M	1
15c	SS 399	Upgrade to Freeway - McKinney (US 380 Collin County Project) 0364-04-051	US 75	SH 5	FY 2024-2027	\$42,547,677	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$42,547,677 TOTAL . . . . . \$42,547,677 Cat. 2 increased \$32.5M	2
16	SH 5	Widen Non-Freeway - McKinney 0047-09-034	SS 399	South of FM 1378	FY 2028-2033	\$15,586,877	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,586,877 TOTAL . . . . . \$15,586,877 Cat. 2 increased \$5M	1
17	SH 289	Widen Non-Freeway - Celina 0091-03-022	N Bus 289C, North of Celina	N CR 60/CR 107 (Grayson County Line)	FY 2028-2033	\$32,875,158	New Authorization	No	Cat. 4 Urban . . . . . \$32,875,158 TOTAL . . . . . \$32,875,158	3
18	FM 545	Rehabilitation of Existing Road - Blue Ridge 1012-02-043	Champions Way	West of CR 1377	FY 2028-2033	\$14,540,243	New Authorization	No	Cat. 4 Urban . . . . . \$14,540,243 TOTAL . . . . . \$14,540,243	1

## DALLAS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
19	IH 30	Interchange at Bass Pro Dr. 0009-11-248	At Bass Pro Drive		FY 2024-2027	\$64,878,661	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$32,439,330 Cat. 4 Urban . . . . . \$32,439,330 TOTAL . . . . . \$64,878,660 Cat. 2 increased \$9M and Cat. 4U increased \$12M	1
20	IH 30	I-30 East Corridor - Dallas 0009-11-252	IH 45	Ferguson Rd	FY 2028-2033	\$1,049,886,505	No Funding Change	No	Cat. 12 Texas Clear Lanes . . . . . \$25,000,000 Remaining funding TBD . . . . . \$1,024,886,505 TOTAL . . . . . \$1,049,886,505	1
21	IH 30	I-30 Canyon Project 0009-11-254	IH 35E	IH 45	FY 2024-2027	\$592,741,858	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$390,000,000 Cat. 3 Local . . . . . \$7,000,000 Cat. 4 Urban . . . . . \$74,203,516 Cat. 12 Strategic Priority . . . . . \$36,538,342 Cat. 12 Texas Clear Lanes . . . . . \$85,000,000 TOTAL . . . . . \$592,741,858 Cat. 2 added \$390M, Cat. 4U added \$74M and Cat. 12CL increased \$60M	1
22	IH 30	Widen Freeway - Dallas County 0009-11-267	IH 635	Bass Pro Drive (In Garland)	FY 2028-2033	\$144,249,665	New Authorization	No	Cat. 12 Texas Clear Lanes . . . . . \$88,707,912 Remaining funding TBD . . . . . \$55,541,753 TOTAL . . . . . \$144,249,665	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# DALLAS DISTRICT Listed Projects

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
23	IH 35E	Intersection & Operational Imprv - Lancaster 0442-02-161	At Bear Creek Road		FY 2024-2027	\$10,869,026	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$3,611,631 Cat. 5 . . . . . \$4,110,077 Cat. 7 . . . . . \$3,147,318 TOTAL . . . . . \$10,869,026	2
24a	US 80	US 80 East Corridor 0095-02-107	East of Town East Blvd	East of Belt Line Rd	FY 2024-2027	\$289,691,843	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$37,916,764 Cat. 4 Urban . . . . . \$228,404,680 Cat. 12 Texas Clear Lanes . . . . . \$23,370,398 TOTAL . . . . . \$289,691,842 Cat. 2 added \$37.9M, Cat. 12 added \$23M and Cat. 4U increased \$133.7M	1
24b	IH 635	US 80 East Corridor - I-635 Interchange 2374-02-162	At US 80 Interchange		FY 2024-2027	\$193,068,308	Funding Adjustment	No	Cat. 4 Urban . . . . . \$129,245,387 Cat. 12 Texas Clear Lanes . . . . . \$63,822,920 TOTAL . . . . . \$193,068,307 Cat. 4U increased \$25M	1
25	US 80	US 80 East Corridor 0095-02-096	East of BELT LINE RD	Lawson Rd (Dallas/Kaufman County Line)	FY 2028-2033	\$308,600,174	Funding Adjustment	No	Cat. 4 Urban . . . . . \$49,066,566 Cat. 12 Texas Clear Lanes . . . . . \$259,533,608 TOTAL . . . . . \$308,600,174 Cat. 12CL increased \$220M	1
26a	US 80	Widen Freeway - Mesquite 0095-02-125	East of Town East Blvd	East of Gus Thomasson Road	FY 2028-2033	\$65,062,578	Funding Adjustment	No	Cat. 4 Urban . . . . . \$5,000,000 Cat. 12 Texas Clear Lanes . . . . . \$33,062,577 Remaining funding TBD . . . . . \$27,000,001 TOTAL . . . . . \$65,062,578 Cat. 4U added \$5M and Cat. 12CL increased \$33M	1
26b	US 80	Widen Freeway - Mesquite 0095-10-033	IH 30	East of Town East Blvd	FY 2028-2033	\$138,742,391	Funding Adjustment	No	Cat. 4 Urban . . . . . \$8,000,000 Cat. 12 Texas Clear Lanes . . . . . \$69,128,274 Remaining funding TBD . . . . . \$61,614,117 TOTAL . . . . . \$138,742,391 Cat 12CL added \$69M	1
27	SL 9	New Location Freeway - Dallas County 2964-10-006	US 67	IH 35E	FY 2028-2033	\$172,632,262	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$10,000,000 Remaining funding TBD . . . . . \$162,632,262 TOTAL . . . . . \$172,632,262	2
N/A	Various	Mobility Assistance Patrol Program 0918-00-342	Regional Mobility Assistance Patrol Prog	FY 2024	FY 2024-2027	\$6,344,000	No Funding Change	No	Cat. 7 . . . . . \$4,331,000 Cat. 12 Strategic Priority . . . . . \$2,013,000 TOTAL . . . . . \$6,344,000	1
N/A	Various	Mobility Assistance Patrol Program 0918-00-362	Regional Mobility Assistance Program	FY 2025	FY 2024-2027	\$6,804,000	No Funding Change	No	Cat. 7 . . . . . \$4,473,000 Cat. 12 Strategic Priority . . . . . \$2,331,000 TOTAL . . . . . \$6,804,000	1

## DENTON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
28	IH 35W	Widen Freeway - Northlake 0081-13-065	Dale Earnhardt Way	FM 407	FY 2028-2033	\$213,024,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$24,537,247 Cat. 12 Strategic Priority . . . . . \$188,486,753 TOTAL . . . . . \$213,024,000 Cat. 2 added \$24M	1
29	IH 35	Denton County Connections 0195-02-074	US 77 (North of Denton)	South of FM 455	FY 2024-2027	\$471,915,463	Funding Adjustment	No	Cat. 4 Urban . . . . . \$194,480,533 Cat. 12 Strategic Priority . . . . . \$277,434,929 TOTAL . . . . . \$471,915,462 Cat. 4U increased \$47M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# DALLAS DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
30a	IH 35	I-35 Denton County Connections 0195-03-087	US 380	US 77 North of Denton	FY 2024-2027	\$233,357,330	Funding Adjustment	No	Cat. 4 Urban ..... \$43,647,905 Cat. 12 Strategic Priority..... \$79,709,425 Cat. 12 Texas Clear Lanes..... \$110,000,000 TOTAL..... \$233,357,330 Cat. 12CL increased \$10M	1
30b	IH 35	I-35 Denton County Connections 0195-03-090	IH 35W	US 380	FY 2024-2027	\$161,782,386	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$30,969,735 Cat. 12 Strategic Priority..... \$130,812,652 TOTAL..... \$161,782,387 Cat. 2 added \$30.9M	1
30c	IH 35E	I-35 Denton County Connections 0195-03-099	N Texas Blvd	IH 35W	FY 2024-2027	\$85,215,324	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$35,008,319 Cat. 4 Urban ..... \$31,394,099 Cat. 12 Strategic Priority..... \$8,812,906 Cat. 12 Texas Clear Lanes..... \$10,000,000 TOTAL..... \$85,215,324 Cat. 12CL added \$10M	1
31	IH 35E	I-35 Denton County Connections 0196-01-109	South of Mayhill Road	South of SL 288	FY 2024-2027	\$124,498,919	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$114,498,919 Cat. 4 Urban ..... \$10,000,000 TOTAL..... \$124,498,919 Cat. 2 increased \$19M and Cat. 4U added \$410M	1
32	IH 35E	I-35 Denton County Connections 0196-01-113	At Lake Sharon Drive/Dobbs Road		FY 2028-2033	\$110,453,401	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$12,918,639 Cat. 12 Strategic Priority..... \$61,486,864 Remaining funding TBD..... \$36,047,898 TOTAL..... \$110,453,401 Cat. 2 added \$12M	1
33a	IH 35E	I-35 Denton County Connections 0196-02-126	At Corporate Drive		FY 2024-2027	\$89,145,930	Funding Adjustment	Yes	Cat. 2 Metro/Urban Corridor..... \$89,145,930 TOTAL..... \$89,145,930 Cat. 2 increased \$9.3M	1
33b	IH 35E	I-35 Denton County Connections 0196-02-127	At BS 121		FY 2024-2027	\$93,444,954	No Funding Change	Yes	Cat. 2 Metro/Urban Corridor..... \$93,444,954 TOTAL..... \$93,444,954	1
34	US 377	Widen Non-Freeway - Denton County 0081-03-047	South of FM 1171	Crawford Road	FY 2028-2033	\$135,994,285	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$46,665,102 Cat. 3 Regional Toll Revenue ..... \$10,370,168 Cat. 4 Urban ..... \$78,959,015 TOTAL..... \$135,994,285	1
35	FM 428	New Location Freeway - Dallas 0081-05-049	At Greenbelt		FY 2028-2033	\$92,575,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$92,575,000 TOTAL..... \$92,575,000	3

## ELLIS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
36a	IH 45	FM 664 0092-03-053	At FM 664		FY 2028-2033	\$79,643,104	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$37,643,104 Cat. 4 Urban ..... \$8,000,000 Cat. 12 Strategic Priority..... \$34,000,000 TOTAL..... \$79,643,104 Cat. 4U added \$8M and Cat. 2 increased \$8.9M	1
36b	FM 664	Widen Non-Freeway - Red Oak 1051-03-001	West of Ferris Road	IH 45	FY 2028-2033	\$71,769,506	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$65,769,506 Cat. 4 Urban ..... \$6,000,000 TOTAL..... \$71,769,506 Cat. 2 increased \$17.5M and Cat. 4U added \$6M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# DALLAS DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
37	US 287	Interchange - Ennis 0172-08-103	West of Boyce Rd	Mustang Creek	FY 2028-2033	\$106,995,255	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$10,000,000 Remaining funding TBD . . . . . \$96,995,225 TOTAL . . . . . \$106,995,225	2
38	BU 287S	Intersection & Operational Imprv - Ennis 0172-12-007	McKinney Street	Breckenridge Street	FY 2024-2027	\$37,559,187	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$12,500,000 Cat. 3 Local . . . . . \$22,559,187 Cat. 11 District Discretionary . . . . . \$2,500,000 TOTAL . . . . . \$37,559,187	2
39	FM 664	Widen Non-Freeway - Red Oak 1051-01-051	IH 35E	West of Ferris Road	FY 2028-2033	\$136,614,301	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$85,442,389 Remaining funding TBD . . . . . \$51,171,912 TOTAL . . . . . \$136,614,301 Cat. 2 increased \$85M	1
40	FM 664	Widen Non-Freeway - Ovilla 1051-01-052	FM 1387	Westmoreland Rd	FY 2028-2033	\$57,151,237	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$57,151,237 TOTAL . . . . . \$57,151,237 Cat. 2 increased \$25M	1
41	FM 1387	Widen Non-Freeway - Midlothian 1394-02-027	Midlothian Parkway	FM 664	FY 2028-2033	\$114,613,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$25,000,000 Remaining funding TBD . . . . . \$89,613,001 TOTAL . . . . . \$114,613,001	2

## KAUFMAN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
42a	IH 20	New Location Non-Freeway - Terrell 0495-01-071	SP 557	SH 34	FY 2028-2033	\$94,577,000	New Authorization	No	Cat. 4 Urban . . . . . \$8,500,000 Remaining funding TBD . . . . . \$86,077,000 TOTAL . . . . . \$94,577,000	1
42b	IH 20	Widen Non-Freeway - Terrell 0495-01-083	SH 34	Wilson Road	FY 2028-2033	\$125,895,000	New Authorization	No	Cat. 4 Urban . . . . . \$8,500,000 Remaining funding TBD . . . . . \$117,395,000 TOTAL . . . . . \$125,895,000	1
43	IH 20	Widen Non-Freeway - Mesquite 0095-14-036	West of FM 741	Big Brush Creek	FY 2028-2033	\$221,825,281	New Authorization	No	Cat. 4 Urban . . . . . \$8,500,000 Remaining funding TBD . . . . . \$213,325,281 TOTAL . . . . . \$221,825,281	1
44a	US 80	Bridge Replacement - Forney 0095-03-098	South Frontage Road	At Buffalo Creek	FY 2024-2027	\$8,459,450	New Authorization	No	Cat. 4 Urban . . . . . \$7,162,468 Cat. 6 . . . . . \$1,296,982 TOTAL . . . . . \$8,459,450	1
44b	US 80	Bridge Replacement - Forney 0095-03-099	South Frontage Road	At Buffalo Creek Relief	FY 2024-2027	\$12,810,607	New Authorization	No	Cat. 4 Urban . . . . . \$9,720,327 Cat. 6 . . . . . \$3,090,280 TOTAL . . . . . \$12,810,607	1
44c	US 80	Bridge Replacement - Forney 0095-03-100	Westbound at Buffalo Creek		FY 2024-2027	\$11,376,881	New Authorization	No	Cat. 4 Urban . . . . . \$9,552,580 Cat. 6 . . . . . \$1,824,301 TOTAL . . . . . \$11,376,881	1
44d	US 80	Bridge Replacement - Forney 0095-03-101	Eastbound At Buffalo Creek		FY 2024-2027	\$10,266,737	New Authorization	No	Cat. 4 Urban . . . . . \$8,476,036 Cat. 6 . . . . . \$1,790,701 TOTAL . . . . . \$10,266,737	1
44e	US 80	Bridge Replacement - Forney 0095-03-102	Westbound at Buffalo Creek Relief		FY 2024-2027	\$19,132,276	New Authorization	No	Cat. 4 Urban . . . . . \$15,199,473 Cat. 6 . . . . . \$3,932,803 TOTAL . . . . . \$19,132,276	1
44f	US 80	Bridge Replacement - Forney 0095-03-103	Eastbound at Buffalo Creek Relief		FY 2024-2027	\$15,884,959	New Authorization	No	Cat. 4 Urban . . . . . \$12,047,356 Cat. 6 . . . . . \$3,837,603 TOTAL . . . . . \$15,884,959	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# DALLAS DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
44g	US 80	Bridge Replacement - Forney 0095-03-108	At Buffalo Creek		FY 2024-2027	\$9,080,212	New Authorization	No	Cat. 4 Urban ..... \$9,080,212 TOTAL ..... \$9,080,212	1
44h	US 80	Bridge Replacement - Forney 0095-03-109	At Buffalo Creek Relief		FY 2024-2027	\$12,260,082	New Authorization	No	Cat. 4 Urban ..... \$12,260,082 TOTAL ..... \$12,260,082	1
45	SH 205	Widen Non-Freeway - Terrell 0451-02-028	US 80 in Terrell	S OF FM 548	FY 2028-2033	\$100,693,482	New Authorization	No	Cat. 4 Urban ..... \$100,693,482 TOTAL ..... \$100,693,482	1
46a	FM 429	Intersection & Operational Imprv - Dallas 0697-03-033	US 80	South of US 80	FY 2028-2033	\$10,793,730	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$10,793,730 TOTAL ..... \$10,793,730 Cat. 2 increased \$5M	1
46b	FM 429	Intersection & Operational Imprv - Dallas 1089-02-019	US 80	North of US 80	FY 2028-2033	\$1,049,495	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$1,049,495 TOTAL ..... \$1,049,495	1
47	FM 548	Widen Non-Freeway - Forney 2588-01-022	North of US 80	Windmill Farms Blvd	FY 2024-2027	\$93,294,641	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$93,294,641 TOTAL ..... \$93,294,641 Cat. 2 increased \$32M	1

## ROCKWALL COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
48	SH 205	Widen Non-Freeway - Dallas 0451-01-053	South of FM 548	Jct SH 205/ John King (S Goliad St)	FY 2028-2033	\$146,822,331	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$44,046,699 Cat. 4 Urban ..... \$102,775,632 TOTAL ..... \$146,822,331	1
49a	SH 205	Widen Non-Freeway - Rockwall 0451-04-025	Jct SH 205/John King (N Goliad St)	North of John King (Collin County Line)	FY 2024-2027	\$9,988,490	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$9,988,490 TOTAL ..... \$9,988,490 Cat. 2 increased \$3.7M	1
49b	SH 205	Widen Non-Freeway - Rockwall 0451-05-003	Jct SH 205/John King (S Goliad St)	Jct SH 205/ John King (N Goliad St)	FY 2024-2027	\$45,802,555	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$45,802,555 TOTAL ..... \$45,802,555 Cat. 2 increased \$8.4M	2
50	FM 549	Widen Non-Freeway - Rockwall 1015-01-024	SH 205	SH 276	FY 2028-2033	\$34,252,875	New Authorization	No	Cat. 4 Urban ..... \$34,252,875 TOTAL ..... \$34,252,875	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# EL PASO DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

Encompassing the six westernmost counties in Texas, the El Paso District prioritizes projects suited for urban and rural needs. In El Paso County, staff work closely with the El Paso Metropolitan Planning Organization to prioritize projects that improve congestion and mobility issues, which can be challenging given the proximity to the borders with Mexico and the state of New Mexico. These projects use UTP Category 2 funds to address urban mobility and congestion issues. In rural areas, the district focus is on connectivity, safety, and maintenance, with the added challenge of aging infrastructure. These projects typically use Category 1 funds for maintenance and Category 4 Rural funds to address connectivity issues.

One of the district's most immediate needs is the I-10 corridor through El Paso, which is experiencing steadily

increasing traffic numbers. District staff conducted an advanced planning study called Reimagine I-10, which looked for operational, corridor-wide, and technological solutions along the 55-mile length of the study area. I-10 carries nearly 300,000 vehicles a day along the study corridor, and because of the district's unique geography around the Franklin Mountains, alternative routing options are limited.

The El Paso District's rural counties have been affected by oil and gas drilling, since its rural roads were not designed for the influx of heavy trucks that comes with energy exploration and extraction. The El Paso District has utilized Category 4 Rural and Category 11 Energy Sector to upgrade heavily used energy sector corridors.

## REGIONAL PLANNING RESOURCES

### ONLINE:

El Paso TxDOT District [page](#)

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

### MPO:

[El Paso Metropolitan Planning Organization](#)

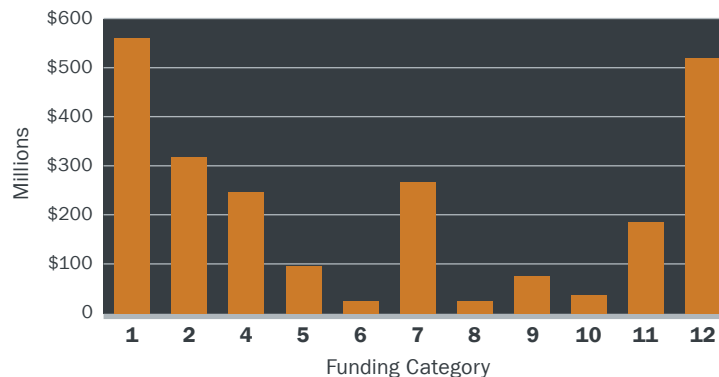
### CONTACT:

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[@TxDOTELP](#)

## EL PASO DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# EL PASO DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# EL PASO DISTRICT **Listed Projects**

## CULBERSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1	FM 2185	FM 2185 Extension - Culberson County 1158-05-002	750 Feet South of Looney Spur Road	Junction with FM 3541	FY 2024-2027	\$100,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority . . . . . \$90,000,000 Cat. 12 Permian . . . . . \$10,000,000 TOTAL . . . . . \$100,000,000 Cat. 12 increased \$90M	3

## EL PASO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	IH 10	I-10 Widening West, Phase 2 - El Paso 2121-01-104	0.22 Miles West of FM 1905 (Antonio St.)	SH 20 (Mesa St.)	FY 2024-2027	\$110,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$14,662,677 Cat. 4 Urban . . . . . \$95,337,323 TOTAL . . . . . \$110,000,000	2
3	IH 10	I-10 Segment 2 Downtown 10 - El Paso 2121-02-166	Executive Center Blvd	SL 478 (Copia St)	FY 2028-2033	\$750,500,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$106,340,000 Cat. 4 Urban . . . . . \$25,000,000 Cat. 7 . . . . . \$3,900,000 Cat. 11 District Discretionary . . . . . \$2,829,068 Cat. 12 Strategic Priority . . . . . \$250,000,000 Remaining funding TBD . . . . . \$362,430,932 TOTAL . . . . . \$750,500,000 Cat. 12 increased \$58M and Cat. 4U increased \$21M	1
4	IH 10	I-10 Frontage Roads - El Paso 2121-02-167	Executive Center Blvd	Sunland Park Drive	FY 2024-2027	\$28,475,974	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$28,475,974 TOTAL . . . . . \$28,475,974 Cat. 2 increased \$12M	1
5	US 54	Widen Freeway - El Paso 0167-01-122	Kenworthy	FM 2529 (McCombs)	FY 2024-2027	\$51,213,093	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$51,213,093 TOTAL . . . . . \$51,213,093	1
6	US 62	Widen Non-Freeway, Phase 2 - El Paso 0374-02-100	Global Reach Drive	FM 659 (Zaragoza Rd)	FY 2024-2027	\$131,583,777	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$103,195,000 Cat. 4 Urban . . . . . \$28,388,776 TOTAL . . . . . \$131,583,776 Cat. 2 increased \$30M	1
7	SH 178	Interchange at IH 10 - El Paso 3592-01-009	NM/TX Stateline	IH 10	FY 2024-2027	\$208,500,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$20,000,000 Cat. 11 Border . . . . . \$20,000,000 Cat. 12 Strategic Priority . . . . . \$168,500,000 TOTAL . . . . . \$208,500,000 Cat. 2 added \$20M	1

## HUDSPETH COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
8	US 62	Passing Lanes (Super 2) - Hudspeth County 0374-05-026	13.608 Miles East of El Paso/ Hudspeth County Line	2.04 Miles East of FM 2317	FY 2028-2033	\$23,287,931	Funding Adjustment	No	Cat. 4 Rural . . . . . \$23,287,931 TOTAL . . . . . \$23,287,931 Cat. 4R increased \$14M	1
9	US 62	Passing Lanes (Super 2) - Hudspeth County 0374-07-027	3.715 Miles West of FM 1437	Hudspeth/ Culberson County Line	FY 2024-2027	\$21,778,901	No Funding Change	No	Cat. 4 Rural . . . . . \$10,120,407 Cat. 11 Energy Sector . . . . . \$11,658,494 TOTAL . . . . . \$21,778,901	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# FORT WORTH DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

In a district that contains two of Texas' most populous cities, Categories 1, 2, 4, and 12 represents a large share of the Fort Worth District's funding. Designed to address urban congestion relief, these categories help staff address mobility and connectivity challenges in some of the region's fastest-growing areas. These funds are a part of Texas Clear Lanes funding, which stems from 2014 and 2015 statewide ballot referenda. Additionally, the district's share of Categories 5 and 7 funding allow it to address metropolitan and urban corridor, metropolitan mobility, and rehabilitation projects.

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

## REGIONAL PLANNING RESOURCES

### ONLINE:

Fort Worth TxDOT District [page](#)

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

### MPO:

[North Central Texas Council of Governments](#)

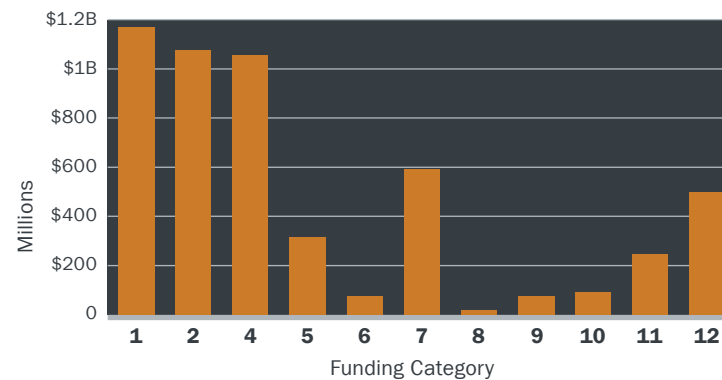
### CONTACT:

[bethany.kurtz@txdot.gov](mailto:bethany.kurtz@txdot.gov)

2501 S W Loop 820  
Fort Worth, TX 76133  
(817) 370-6500

[@TxDOTFORTWORTH](#)

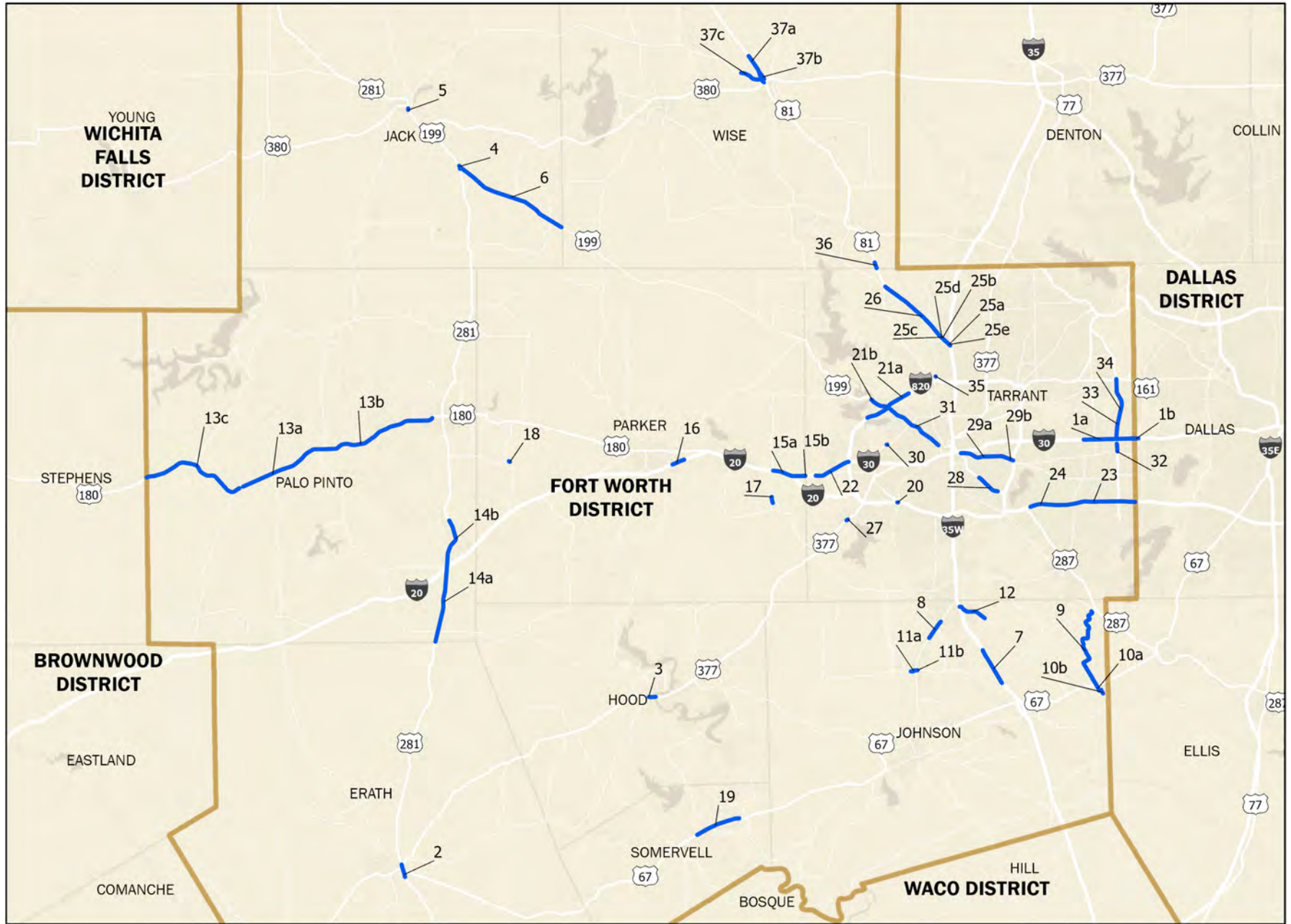
## FORT WORTH DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# FORT WORTH DISTRICT **Listed Projects**



— UTP Listed Projects 2024



# FORT WORTH DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	IH 30	Widen Freeway - Arlington (Tarrant County) 1068-02-147	West of Cooper Street	Dallas County Line	FY 2028-2033	\$212,820,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$42,180,000 Cat. 4 Urban . . . . . \$170,640,000 TOTAL . . . . . \$212,820,000 Cat. 4U increased \$15M	1
1b	IH 30	Widen Freeway - Grand Prairie (Dallas County) 1068-04-170	Dallas County Line	SH 161	FY 2028-2033	\$22,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$11,000,000 Cat. 4 Urban . . . . . \$11,000,000 TOTAL . . . . . \$22,000,000 Cat. 2 increased \$6M	1

## ERATH COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 281	Widen Non-Freeway - Stephenville 0250-04-048	South of US 67	South of FM 205	FY 2028-2033	\$6,000,000	New Authorization	No	Cat. 4 Rural . . . . . \$6,000,000 TOTAL . . . . . \$6,000,000	1

## HOOD COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 377	Road Rehabilitation - Granbury 0080-03-049	Overstreet Blvd	Pirate Dr	FY 2028-2033	\$90,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$25,000,000 Remaining funding TBD . . . . . \$65,000,000 TOTAL . . . . . \$90,000,000	1

## JACK COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	US 281	Grade Separation - Jack County 0249-07-071	At SH 199		FY 2024-2027	\$28,659,250	No Funding Change	No	Cat. 4 Rural . . . . . \$28,659,250 TOTAL . . . . . \$28,659,250	1
5	US 281	Replace Bridge - Jacksboro 0249-07-072	At US 380		FY 2024-2027	\$41,153,041	No Funding Change	No	Cat. 1 . . . . . \$17,819,846 Cat. 4 Rural . . . . . \$23,333,195 TOTAL . . . . . \$41,153,041	1
6	SH 199	Passing Lanes (Super 2) - Jack County 0171-01-033	US 281	Wise County Line	FY 2024-2027	\$28,379,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$28,379,000 TOTAL . . . . . \$28,379,000 Cat. 4R increased \$10M	1

## JOHNSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	IH 35W	Interchange Improvements - Burleson 0014-03-088	Bethesda Road	Asher Road	FY 2024-2027	\$33,230,769	Funding Adjustment	No	Cat. 1 . . . . . \$1,230,769 Cat. 4 Urban . . . . . \$32,000,000 TOTAL . . . . . \$33,230,769 Cat. 4U increased \$10M	1
8	SH 174	Widen Non-Freeway - Burleson 0019-01-146	Wicker Hill Rd	North of Elk Dr.	FY 2024-2027	\$11,410,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$6,510,000 Cat. 5 . . . . . \$900,000 Cat. 7 . . . . . \$4,000,000 TOTAL . . . . . \$11,410,000	1
9	FM 157	Widen Non-Freeway - Mansfield 0747-05-035	BU 287 P	US 67	FY 2028-2033	\$138,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$78,000,000 Cat. 4 Urban . . . . . \$60,000,000 TOTAL . . . . . \$138,000,000 Cat. 4U added \$60M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# FORT WORTH DISTRICT Listed Projects

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
10a	FM 157	Upgrade Non-Freeway - Venus 0747-05-042	US 67	8th Street	FY 2024-2027	\$8,500,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$8,500,000 TOTAL. . . . . \$8,500,000 Cat. 2 increased \$1.7M	3
10b	FM 157	Roadway Realignment - Venus 0747-05-043	8th Street	North of County Road 108B	FY 2024-2027	\$8,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$8,000,000 TOTAL. . . . . \$8,000,000 Cat. 2 increased \$1.3M	3
11a	FM 917	Rail Grade Separation - Joshua 1181-02-033	West of Ave. F	Main St In The City of Joshua	FY 2024-2027	\$10,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$10,000,000 TOTAL. . . . . \$10,000,000	2
11b	FM 917	Rail Grade Separation - Joshua 1181-03-036	Main St In The City of Joshua	East of SH 174	FY 2024-2027	\$3,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$3,000,000 TOTAL. . . . . \$3,000,000	2
12	FM 3391	Widen Non-Freeway - Fort Worth 3372-01-010	IH 35W; In Burleson	East of CR 602	FY 2028-2033	\$50,000,000	New Authorization	No	Cat. 4 Urban . . . . . \$50,000,000 TOTAL. . . . . \$50,000,000	3

## PALO PINTO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13a	US 180	Passing Lanes (Super 2) - Palo Pinto County 0007-09-021	West of SH 16 North	East of Ross Watson Rd	FY 2024-2027	\$17,500,000	Funding Adjustment	No	Cat. 4 Rural. . . . . \$17,500,000 TOTAL. . . . . \$17,500,000 Cat. 4R increased \$13M	2
13b	US 180	Passing Lanes (Super 2) - Mineral Wells 0007-10-064	East of Ross Watson Rd	SW 12th Ave	FY 2024-2027	\$36,600,000	Funding Adjustment	No	Cat. 4 Rural. . . . . \$36,600,000 TOTAL. . . . . \$36,600,000 Cat. 4R increased \$25M	1
13c	US 180	Passing Lanes (Super 2) - Palo Pinto County 0011-10-028	Stephens County Line	CR 122	FY 2024-2027	\$45,500,000	Funding Adjustment	No	Cat. 4 Rural. . . . . \$45,500,000 TOTAL. . . . . \$45,500,000 Cat. 4R increased \$38M	1
14a	US 281	Widen Non-Freeway - Palo Pinto County 0250-02-052	Erath County Line	IH 20	FY 2028-2033	\$64,518,208	No Funding Change	No	Cat. 4 Rural. . . . . \$64,518,208 TOTAL. . . . . \$64,518,208	1
14b	US 281	Widen Non-Freeway - Palo Pinto County 0250-02-053	IH 20	Dobbs Valley Rd	FY 2028-2033	\$52,480,363	No Funding Change	No	Cat. 4 Rural. . . . . \$52,480,363 TOTAL. . . . . \$52,480,363	1

## PARKER COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
15a	IH 20	Reconstruct Frontage Road, etc. 0008-03-133	FM 1187/3325	IH 20/30 Split	FY 2024-2027	\$77,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$25,000,000 Cat. 4 Urban . . . . . \$52,000,000 TOTAL. . . . . \$77,000,000 Cat. 2 added \$25M and Cat. 4U increased \$22M	1
15b	IH 30	Lower ML under Walsh Ranch at IH 30 1068-05-014	IH 20/30 Split	Tarrant/Parker County Line	FY 2024-2027	\$48,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$26,500,000 Cat. 4 Urban . . . . . \$21,500,000 TOTAL. . . . . \$48,000,000 Cat. 2 increased \$18M and Cat. 4U increased \$13M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# FORT WORTH DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
16	IH 20	New Frontage Roads - Weatherford 0314-07-061	FM 2552	Bankhead Highway	FY 2028-2033	\$77,000,000	Funding Adjustment	No	Cat. 4 Urban ..... \$46,000,000 Cat. 12 Strategic Priority..... \$31,000,000 TOTAL..... \$77,000,000 Cat. 4U increased \$16M	1
17	FM 1187	Widen Non-Freeway - Aledo 0008-09-037	Maverick St	FM 5	FY 2028-2033	\$7,440,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$6,150,000 Cat. 5..... \$1,290,000 TOTAL..... \$7,440,000 Cat. 2 increased \$1M	1
18	FM 113	New Location Non-Freeway - Millsap 0717-01-025	Old Millsap Rd	North of Old Millsap Rd	FY 2024-2027	\$600,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$600,000 TOTAL..... \$600,000	2

## SOMERVELL COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
19	US 67	Widen Non-Freeway - Glen Rose 0259-03-058	Brazos River	SH 144	FY 2028-2033	\$25,499,986	No Funding Change	No	Cat. 4 Rural..... \$25,500,000 TOTAL..... \$25,500,000	1

## TARRANT COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
20	IH 20	Interchange at Chisolm Trail - Fort Worth 0008-16-043	At Chisolm Trail Parkway		FY 2028-2033	\$31,085,095	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$31,085,095 TOTAL..... \$31,085,095	1
21a	IH 820	Freeway Ramps and Frontage Roads - Fort Worth (Northwest) 0008-14-132	Navajo Trail/ Cahoba Drive	Marine Creek Parkway	FY 2028-2033	\$20,000,011	No Funding Change	No	Cat. 1..... \$11 Cat. 2 Metro/Urban Corridor..... \$20,000,000 TOTAL..... \$20,000,011	1
21b	SH 199	Interchange at IH 820 - Lake Worth 0171-05-068	North of Azle Ave	South of IH 820	FY 2028-2033	\$105,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$70,000,000 Remaining funding TBD..... \$35,000,000 TOTAL..... \$105,000,000 Cat 12 added \$70M	1
22	IH 30	Widen Freeway - Fort Worth (West) 1068-01-214	SS 580 (Linkcrest Drive)	IH 820	FY 2024-2027	\$245,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$60,000,000 Cat. 4 Urban ..... \$135,000,000 Cat. 12 Texas Clear Lanes..... \$50,000,000 TOTAL..... \$245,000,000 Cat. 2 added \$60M and Cat. 4U increased \$45M	1
23	IH 20	Freeway Ramps - Arlington 2374-05-093	Park Springs Blvd	Dallas County Line	FY 2028-2033	\$100,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$25,000,000 Remaining funding TBD..... \$75,000,000 TOTAL..... \$100,000,000	1
24	IH 20	Widen Freeway - Arlington SE Connector 2374-05-094	Little Road	Park Springs Boulevard	FY 2028-2033	\$200,000,000	No Funding Change	No	Cat. 12 Texas Clear Lanes..... \$100,000,000 Remaining funding TBD..... \$100,000,000 TOTAL..... \$200,000,000	1
25a	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-033	North of Harmon Road	North of IH 35W	FY 2024-2027	\$8,558,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$2,541,669 Cat. 7..... \$6,016,331 TOTAL..... \$8,558,000 Cat. 2 increased \$1M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# FORT WORTH DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
25b	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-034	North of Harmon Road	North of IH 35W	FY 2024-2027	\$11,647,311	Funding Adjustment	No	Cat. 1..... \$1,581,311 Cat. 2 Metro/Urban Corridor..... \$2,838,179 Cat. 7..... \$7,227,821 TOTAL..... \$11,647,311 Cat. 2 increased \$1M	1
25c	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-035	North of Harmon Road	North of IH 35W	FY 2024-2027	\$1,988,174	Funding Adjustment	No	Cat. 1..... \$149,995 Cat. 2 Metro/Urban Corridor..... \$1,838,179 TOTAL..... \$1,988,174 Cat. 2 increased \$300K	1
25d	US 81	Intersection at Harmon Rd - Fort Worth 0014-15-036	North of FM 3479	North of IH 35W Interchange	FY 2024-2027	\$13,904,785	Funding Adjustment	No	Cat. 1..... \$12,048,306 Cat. 2 Metro/Urban Corridor..... \$1,856,479 TOTAL..... \$13,904,785 Cat. 2 increased \$300K	1
25e	US 81	Interchange at Harmon/N Tarrant Pkwy - Fort Worth 0902-48-579	At FM 3479/ Harmon Rd/North Tarrant Pkwy		FY 2024-2027	\$18,055,079	Funding Adjustment	No	Cat. 1..... \$1,580,275 Cat. 2 Metro/Urban Corridor..... \$14,821,102 Cat. 3 Local..... \$1,653,702 TOTAL..... \$18,055,079 Cat. 2 increased \$2M	1
26	US 81	Freeway Ramps and Frontage Roads - Fort Worth 0014-15-078	Avondale-Haslet Rd	South of North Tarrant Parkway	FY 2024-2027	\$174,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$96,600,000 Cat. 4 Urban..... \$77,680,000 TOTAL..... \$174,280,000 Cat. 2 increased \$35M and Cat. 4U increased \$35M	1
27	US 377	Intersection & Operational Imprv - Benbrook 0080-07-099	At RM 2871		FY 2024-2027	\$5,842,298	No Funding Change	No	Cat. 1..... \$842,298 Cat. 2 Metro/Urban Corridor..... \$5,000,000 TOTAL..... \$5,842,298	2
28	US 287	Freeway Operational Improvements - Fort Worth 0172-06-105	Village Creek Road	Berry Street	FY 2028-2033	\$178,000,000	New Authorization	No	Cat. 12 Texas Clear Lanes..... \$178,000,000 TOTAL..... \$178,000,000	1
29a	SH 180	Road Rehabilitation - Fort Worth 0008-05-029	IH 35W	Tierney Rd	FY 2028-2033	\$42,500,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$37,500,000 Cat. 3 Local..... \$5,000,000 TOTAL..... \$42,500,000	1
29b	SH 180	Road Rehabilitation - Fort Worth 0008-06-052	Tierney Rd	IH 820	FY 2028-2033	\$42,500,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$37,500,000 Cat. 3 Local..... \$5,000,000 TOTAL..... \$42,500,000 Cat. 2 increased \$25M	1
30	SH 183	Intersection Improvements - Fort Worth 0094-05-070	At Pumphrey Dr		FY 2028-2033	\$21,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$10,000,000 Remaining funding TBD..... \$11,000,000 TOTAL..... \$21,000,000	1
31	SH 199	Widen Non-Freeway - Fort Worth 0171-05-094	North of West Fork Trinity River	South of I-820	FY 2024-2027	\$68,661,514	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$68,661,515 TOTAL..... \$68,661,515	1
32	SH 360	Widen Freeway - Arlington 2266-02-148	North of E. Randol Mill Rd.	South of E Randol Mill Rd	FY 2028-2033	\$70,000,000	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$70,000,000 TOTAL..... \$70,000,000 Cat. 12 added \$70M	1
33	SH 360	Intersection Improvements - Grand Prairie 2266-02-150	SH 183	IH 30	FY 2028-2033	\$20,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$20,000,000 TOTAL..... \$20,000,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# FORT WORTH DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
34	SH 360	Intersection & Operational Imprv - Tarrant County 2266-02-159	Trinity River	Post and Paddock Road	FY 2024-2027	\$12,740,533	New Authorization	No	Cat. 1..... \$102,097 Cat. 2 Metro/Urban Corridor..... \$12,638,436 TOTAL..... \$12,740,533	1
35	FM 156	Intersection & Operational Imprv - Saginaw 0718-02-076	At Industrial Blvd		FY 2024-2027	\$3,499,146	No Funding Change	No	Cat. 1..... \$134,583 Cat. 2 Metro/Urban Corridor..... \$3,364,563 TOTAL..... \$3,499,146	2
N/A	Various	Mobility Assistance Patrol Program 0902-00-310	Regional Mobility Assistance	FY 2024	FY 2024-2027	\$3,250,000	No Funding Change	No	Cat. 7..... \$2,375,000 Cat. 12 Strategic Priority..... \$875,000 TOTAL..... \$3,250,000	1
N/A	Various	Mobility Assistance Patrol Program 0902-00-311	Regional Mobility Assistance Patrol	FY 2025	FY 2024-2027	\$3,738,462	No Funding Change	No	Cat. 7..... \$2,838,462 Cat. 12 Strategic Priority..... \$900,000 TOTAL..... \$3,738,462	1

## WISE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
36	US 81	Interchange - Wise County 0013-08-147	Northstar Parkway	Wise/Tarrant County Line	FY 2028-2033	\$40,000,000	New Authorization	No	Cat. 4 Urban..... \$40,000,000 TOTAL..... \$40,000,000	3
37a	US 81	Grade Separation - Decatur 0013-07-083	North of CR 2195	North of US 380	FY 2028-2033	\$42,700,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$16,700,000 Remaining funding TBD..... \$26,000,000 TOTAL..... \$42,700,000	1
37b	BU 81D	Grade Separation - Decatur 0013-09-012	CR 1160-Realigned FM 1810 Intersection	North of CR 2090	FY 2028-2033	\$5,999,999	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$3,600,000 Remaining funding TBD..... \$2,399,999 TOTAL..... \$5,999,999	3
37c	FM 1810	Intersection at US 81/287 - Wise County 2418-01-013	West of CR 1170	CR 1160-Realigned BU 81D Intersection	FY 2028-2033	\$24,999,999	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$13,300,000 Remaining funding TBD..... \$11,699,999 TOTAL..... \$24,999,999	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# HOUSTON DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

I-45 is a priority corridor, with construction underway for widening the interstate south of downtown. I-45 North, from downtown to Beltway 8, is also being

prepared for multiple improvements, including new managed express lanes, bike/pedestrian infrastructure, and realignment of I-45 east of downtown. Additionally, major flooding in 2017 after Hurricane Harvey emphasized the importance of disaster planning in the Houston area. Capacity improvements began in 2018 on segments of SH 146, which serves as a significant hurricane evacuation route and freight corridor.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Houston TxDOT District [page](#)

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

### MPO:

[Houston-Galveston Area Council](#)

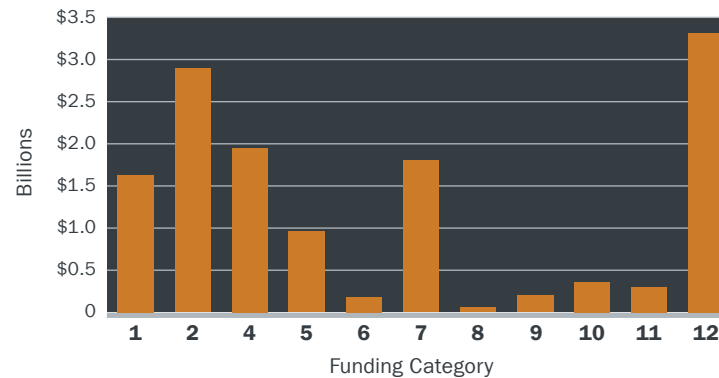
### CONTACT:

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

P.O. Box 1386  
Houston, TX  
(713) 802-5000

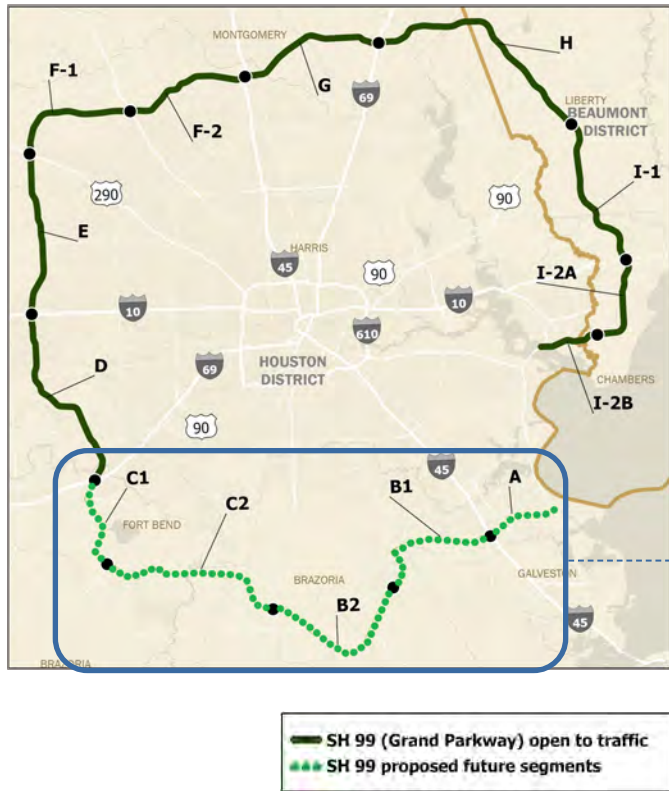
[@TxDOTHOUSTON](#)

## HOUSTON DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



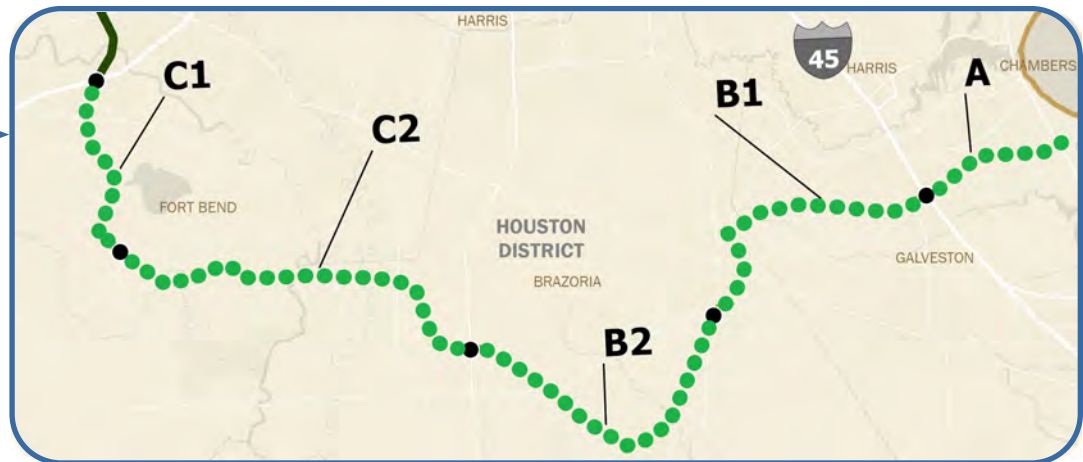
### TXDOT FUNDING CATEGORIES:

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



## SH 99 GRAND PARKWAY FUTURE SEGMENTS

The SH 99 (Grand Parkway) is a proposed 184-mile loop around the Greater Houston Region traversing Harris, Montgomery, Liberty, Chambers, Galveston, Brazoria, and Fort Bend Counties. Segments D through I-2 are currently operational. Proposed future segments include Segments B1 and B2 covering 28 miles in Galveston and Brazoria Counties; and Segments C1 and C2 covering 27 miles in Fort Bend and Brazoria Counties. The proposed four lane (two lanes each) controlled access toll road is subject to the Grand Parkway Market Valuation Waiver Agreement (MVWA) executed by the State and the seven counties through which SH 99 passes. The MVWA describes conditions for the tolls to remain in the system for future extensions and expansions with no state funding contributing to the tolled facility.



COUNTY	SEGMENT	HIGHWAY	LIMIT FROM	LIMIT TO	ESTIMATED LET FISCAL YEAR	AMOUNT
Fort Bend	C1*	SH 99	I-69	Fort Bend Parkway	TBD	\$ 800,000,000
Fort Bend/Brazoria	C2*	SH 99	Fort Bend Parkway	SH 288	TBD	\$ 1,200,000,000
Brazoria	B2*	SH 99	SH 288	FM 2403	TBD	\$ 1,200,000,000
Brazoria/Galveston	B1**	SH 99	FM 2403	I-45	FY 2026	\$ 1,000,000,000
Galveston	A*	SH 99	I-45	SH 146	TBD	TBD
<b>TOTAL</b>						<b>\$ 4,200,000,000</b>

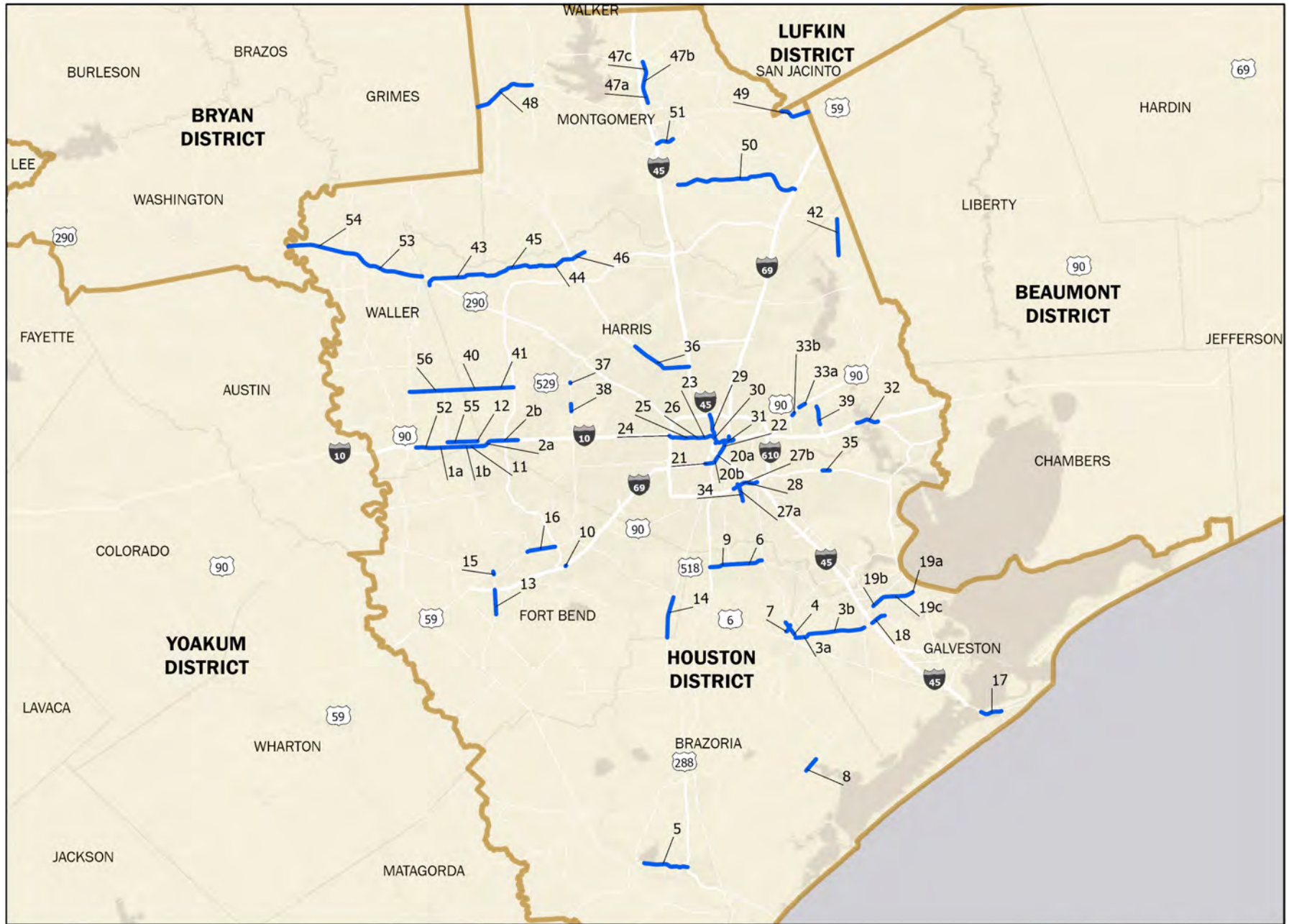
Note: Estimated costs include construction, design, ROW, and utilities in 2023 dollars.

This table is for informational purposes only and the amounts shown may change as the development of these projects progresses.

\* County primacy to develop

\*\* TxDOT primacy to develop

# HOUSTON DISTRICT Listed Projects



— UTP Listed Projects 2024



# HOUSTON DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	IH 10	New Location Non-Freeway - Brookshire, Katy (Waller County) 0271-04-093	FM 359	Fort Bend County Line	FY 2024-2027	\$42,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$21,000,000 Cat. 4 Urban . . . . . \$21,000,000 TOTAL . . . . . \$42,000,000	1
1b	IH 10	New Location Non-Freeway - Katy (Fort Bend County) 0271-05-052	Waller County Line	Cane Island Parkway	FY 2024-2027	\$3,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$3,000,000 TOTAL . . . . . \$3,000,000	2
2a	IH 10	Widen Freeway - Katy (Fort Bend County) 0271-05-025	West of Snake Creek	Fort Bend-Harris County Line	FY 2024-2027	\$221,851,638	Funding Adjustment	No	Cat. 4 Urban . . . . . \$201,851,638 Cat. 12 Strategic Priority . . . . . \$20,000,000 TOTAL . . . . . \$221,851,638 Cat. 4U increased \$108M	1
2b	IH 10	Widen Freeway - Katy (Harris County) 0271-06-117	Fort Bend County Line	Mason Rd	FY 2024-2027	\$18,648,820	Funding Adjustment	No	Cat. 4 Urban . . . . . \$18,648,820 TOTAL . . . . . \$18,648,820 Cat. 4U increased \$6.8M	1
3a	FM 517	Widen Non-Freeway - League City/Alvin (Brazoria County) 1002-01-006	Galveston County Line	SH 35	FY 2028-2033	\$17,464,984	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$17,464,984 TOTAL . . . . . \$17,464,984 Cat. 2 increased \$3M	2
3b	FM 517	Widen Non-Freeway - League City/Alvin (Galveston County) 1002-02-016	Brazoria County Line	FM 646	FY 2028-2033	\$134,400,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$134,400,000 TOTAL . . . . . \$134,400,000 Cat. 2 increased \$56M	1

## BRAZORIA COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	SH 35	New Location Non-Freeway - Alvin 0178-02-092	South of North Gordon Street (BS 35-C)	North of Steele Road	FY 2024-2027	\$37,406,875	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$37,406,875 TOTAL . . . . . \$37,406,875 Cat. 2 increased \$23M	1
5	SH 332	Widen Non-Freeway - Houston 1524-01-047	E OF FM 521	SH 288	FY 2024-2027	\$64,300,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$64,300,000 TOTAL . . . . . \$64,300,000	2
6	FM 518	Widen Non-Freeway - Houston 0976-02-086	FM 865	SH 35	FY 2024-2027	\$70,563,927	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$70,563,927 TOTAL . . . . . \$70,563,927	1
7	FM 528	New Location Non-Freeway - Houston 1414-02-016	BS 35-C	SH 6	FY 2024-2027	\$16,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$16,000,000 TOTAL . . . . . \$16,000,000	3
8	FM 2004	Bridge Replacement - Houston 2523-02-074	At Chocolate Bayou		FY 2024-2027	\$82,434,000	New Authorization	No	Cat. 4 Urban . . . . . \$52,434,000 Cat. 6 . . . . . \$30,000,000 TOTAL . . . . . \$82,434,000	1
9	FM 518	Widen Non-Freeway - Pearland 3416-01-012	SH 288	FM 865	FY 2024-2027	\$48,824,423	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$48,824,423 TOTAL . . . . . \$48,824,423 Cat. 2 increased \$9M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# HOUSTON DISTRICT **Listed Projects**

## FORT BEND COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
10	IH 69	Bridge Improvements - Brazos River 0027-12-160	At Brazos River		FY 2024-2027	\$59,373,539	Funding Adjustment	No	Cat. 4 Urban ..... \$59,373,539 TOTAL ..... \$59,373,539 Cat. 4U increased \$6M	1
11	IH 10	Widen Freeway - Katy 0271-05-049	Waller-Fort Bend County Line	West of Snake Creek	FY 2024-2027	\$84,120,528	Funding Adjustment	No	Cat. 4 Urban ..... \$19,336,526 Cat. 12 Strategic Priority ..... \$64,784,001 TOTAL ..... \$84,120,527 Cat. 4U increased \$6M	1
12	US 90	Widen Non-Freeway - Houston 0271-10-011	Waller County Line	FM 1463	FY 2028-2033	\$2,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$2,000,000 TOTAL ..... \$2,000,000	3
13	SH 36	Widen Non-Freeway - Rosenberg 0188-01-016	IH 69(S)	FM 2218	FY 2024-2027	\$56,430,638	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$56,430,637 TOTAL ..... \$56,430,637 Cat. 2 increased \$27M	1
14	FM 521	Widen Non-Freeway - Houston 0111-03-064	CR 56	SH 6	FY 2024-2027	\$42,700,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$42,700,000 TOTAL ..... \$42,700,000	1
15	FM 723	Widen Non-Freeway - Houston 0188-09-050	Avenue D	US 90A/ Avenue H	FY 2024-2027	\$5,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$5,000,000 TOTAL ..... \$5,000,000	1
16	UA 90	Widen Non-Freeway - Richmond 0027-08-147	FM 359	West of SH 99	FY 2024-2027	\$35,584,640	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$35,584,639 TOTAL ..... \$35,584,639 Cat. 2 increased \$1.3M	1

## GALVESTON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
17	IH 45	Widen Freeway - Galveston 0500-01-119	South of Causeway	South of 61st Street	FY 2024-2027	\$117,255,600	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$117,255,600 TOTAL ..... \$117,255,600 Cat. 2 increased \$8M	1
18	FM 517	Interchange at IH 45 - Dickinson 0978-01-039	FM 646	IH 45	FY 2024-2027	\$1,711,247	No Funding Change	No	Cat. 2 Metro/Urban Corridor ..... \$1,711,247 TOTAL ..... \$1,711,247	1
19a	FM 646	Widen Non-Freeway - League City 3049-01-022	East of Edmunds Way	FM 1266	FY 2024-2027	\$45,246,613	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$45,246,613 TOTAL ..... \$45,246,613 Cat. 2 increased \$11M	1
19b	FM 646	Widen Non-Freeway - League City 3049-01-023	FM 1266	FM 3436	FY 2024-2027	\$25,243,293	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$25,243,293 TOTAL ..... \$25,243,293 Cat. 2 increased \$3M	1
19c	FM 646	Widen Non-Freeway - Dickinson 0978-02-053	SH 146	FM 3436	FY 2024-2027	\$16,116,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$16,116,000 TOTAL ..... \$16,116,000 Cat. 2 increased \$9.3M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# HOUSTON DISTRICT **Listed Projects**

## HARRIS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
20a	IH 69	North Houston Hwy Improvement Project - Seg. 3B 0027-13-200	SH 288	IH 45	FY 2024-2027	\$515,846,188	Funding Adjustment	No	Cat. 4 Urban ..... \$334,556,188 Cat. 12 Texas Clear Lanes. .... \$181,290,000 TOTAL ..... \$515,846,188 Cat. 4U increased \$179M	1
20b	IH 69	North Houston Hwy Improvement Project - Seg. 3B 0027-13-221	At McGowen, Tuam And Elgin		FY 2024-2027	\$69,000,000	No Funding Change	No	Cat. 4 Urban ..... \$5,100,000 Cat. 12 Texas Clear Lanes. .... \$63,900,000 TOTAL ..... \$69,000,000	1
21	IH 69	North Houston Hwy Improvement Project - Seg. 3A 0027-13-201	SH 288	Spur 527	FY 2028-2033	\$639,360,000	Funding Adjustment	No	Cat. 4 Urban ..... \$131,400,000 Cat. 12 Strategic Priority. .... \$50,000,000 Cat. 12 Texas Clear Lanes. .... \$457,960,000 TOTAL ..... \$639,360,000 Cat. 4U added \$131M and Cat 12 increased \$47M	1
22	IH 69	Culvert & Storm Drainage Work - Houston 0177-11-161	IH 69/St Emanuel St, from McIlhenny St	Buffalo Bayou	FY 2024-2027	\$86,184,270	New Authorization	No	Cat. 4 Urban ..... \$86,184,270 TOTAL ..... \$86,184,270	1
23	IH 10	I-10 at White Oak Bayou 0271-07-326	Heights Boulevard	IH 45	FY 2024-2027	\$289,917,542	Funding Adjustment	No	Cat. 4 Urban ..... \$199,417,542 Cat. 12 Texas Clear Lanes. .... \$90,500,000 TOTAL ..... \$289,917,542 Cat. 4U increased \$39M	1
24	IH 10	Widen Freeway - Houston 0271-07-342	IH 610 (West)	Washington Avenue	FY 2028-2033	\$308,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. .... \$77,000,000 Cat. 4 Urban ..... \$77,000,000 Remaining funding TBD ..... \$154,000,000 TOTAL ..... \$308,000,000	1
25	IH 10	Widen Freeway - Houston 0271-07-344	Washington Avenue	East of Patterson Street	FY 2024-2027	\$520,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. .... \$30,200,000 Cat. 4 Urban ..... \$130,200,000 Cat. 12 Texas Clear Lanes. .... \$326,255,120 Remaining funding TBD ..... \$34,144,880 TOTAL ..... \$520,800,000	1
26	IH 10	Widen Freeway - Houston 0271-07-346	East of Patterson Street	East of Studemont Street	FY 2028-2033	\$308,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. .... \$77,000,000 Cat. 4 Urban ..... \$77,000,000 Cat. 12 Texas Clear Lanes. .... \$154,000,000 TOTAL ..... \$308,000,000	1
27a	SH 35	New Location SH 35 - Houston 0178-09-020	Dixie Dr	North of Griggs Road	FY 2024-2027	\$111,440,220	Funding Adjustment	No	Cat. 4 Urban ..... \$50,812,942 Cat. 12 Strategic Priority. .... \$20,000,000 Cat. 12 Texas Clear Lanes. .... \$40,627,278 TOTAL ..... \$111,440,220 Cat. 4U added \$50M	1
27b	IH 610	Interchange at SH 35 - Houston 0271-16-111	At SH 35 North		FY 2024-2027	\$200,016,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. .... \$82,942,230 Cat. 12 Texas Clear Lanes. .... \$117,073,770 TOTAL ..... \$200,016,000 Cat. 2 increased \$26M	1
28	IH 610	Rehabilitation of Existing Road - Houston 0271-16-158	IH 45	SH 35 (SS 5/ Mykawa)	FY 2028-2033	\$102,401,600	New Authorization	No	Cat. 4 Urban ..... \$25,600,400 Remaining funding TBD ..... \$76,801,200 TOTAL ..... \$102,401,600	1
29	IH 45	North Houston Hwy Improvement Project - Seg. 2 0500-03-560	IH 10	IH 610 (N)	FY 2028-2033	\$489,135,576	No Funding Change	No	Cat. 2 Metro/Urban Corridor. .... \$100,000,000 Remaining funding TBD ..... \$389,135,576 TOTAL ..... \$489,135,576	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# HOUSTON DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
30	IH 45	North Houston Hwy Improvement Project - Seg. 3C 0500-03-599	At IH 10 West		FY 2028-2033	\$1,293,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$390,750,000 Cat. 3 Design-Build . . . . . \$194,725,000 Cat. 4 Urban . . . . . \$89,000,000 Cat. 12 Texas Clear Lanes. . . . . \$619,125,000 TOTAL . . . . . \$1,293,600,000 Cat. 12CL increased \$20M	1
31	IH 45	North Houston Hwy Improvement Project - Seg. 3C 0500-08-001	At IH 69 North And IH 10 East		FY 2028-2033	\$1,430,240,000	Funding Adjustment	No	Cat. 3 Design-Build . . . . . \$211,450,000 Cat. 4 Urban . . . . . \$238,215,000 Cat. 12 Strategic Priority . . . . . \$246,300,000 Cat. 12 Texas Clear Lanes. . . . . \$734,275,000 TOTAL . . . . . \$1,430,240,000 Cat. 12CL increased \$2.4M	1
32	IH 10	Bridge Replacement - San Jacinto River 0508-01-379	East of Monmouth St.	East of SS 330	FY 2028-2033	\$555,702,400	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$176,611,200 Cat. 12 Texas Clear Lanes. . . . . \$379,091,200 TOTAL . . . . . \$555,702,400 Cat. 2 added \$176M and Cat. 12CL increased \$107M	1
33a	US 90	Interchange at Purple Sage Rd - Houston 0028-02-074	0.22 Miles West of Purple Sage	0.61 Miles East of Purple Sage	FY 2024-2027	\$35,123,200	Funding Adjustment	No	Cat. 4 Urban . . . . . \$35,123,200 TOTAL . . . . . \$35,123,200 Cat. 4U increased \$3.7M	1
33b	US 90	Interchange at Greens Bayou - Houston 0028-02-097	At Greens Bayou		FY 2024-2027	\$26,555,200	No Funding Change	No	Cat. 4 Urban . . . . . \$26,555,200 TOTAL . . . . . \$26,555,200	2
34	SH 35	New Location SH 35 - Houston 0178-09-019	Dixie Drive	Long Drive	FY 2024-2027	\$32,152,220	Funding Adjustment	No	Cat. 1 . . . . . \$2,353,269 Cat. 12 Texas Clear Lanes. . . . . \$29,798,951 TOTAL . . . . . \$32,152,220 Cat. 12CL increased \$10M	1
35	SH 225	Interchange - Pasadena 0502-01-244	At SL 8		FY 2028-2033	\$56,000,000	New Authorization	No	Cat. 4 Urban . . . . . \$56,000,000 TOTAL . . . . . \$56,000,000	1
36	SH 249	Widen Freeway - Houston 0720-03-131	SL 8	IH 45	FY 2024-2027	\$168,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$84,000,000 Cat. 4 Urban . . . . . \$84,000,000 TOTAL . . . . . \$168,000,000	1
37	SH 6	Intersection & Operational Imprv - Houston 1685-05-105	At FM 529		FY 2024-2027	\$8,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$4,000,000 Cat. 4 Urban . . . . . \$4,000,000 TOTAL . . . . . \$8,000,000	1
38	SH 6	Intersection & Operational Imprv - Houston 1685-05-107	Pine Forest Lane	Royal Mile Lane	FY 2024-2027	\$28,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$14,000,000 Cat. 4 Urban . . . . . \$14,000,000 TOTAL . . . . . \$28,000,000	1
39	SL 8	Widen Freeway - Houston 3256-03-104	North of US 90	Woodforest Blvd	FY 2028-2033	\$50,000,000	New Authorization	No	Cat. 4 Urban . . . . . \$25,000,000 Remaining funding TBD . . . . . \$25,000,000 TOTAL . . . . . \$50,000,000	3
40	FM 529	Widen Non-Freeway - Houston 1006-01-074	Waller County Line	Katy Hockley Cutoff	FY 2024-2027	\$33,376,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$33,376,000 TOTAL . . . . . \$33,376,000	1
41	FM 529	Widen Non-Freeway - Houston 1006-01-079	Katy Hockley Cutoff	SH 99	FY 2024-2027	\$44,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$44,800,000 TOTAL . . . . . \$44,800,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# HOUSTON DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
42	FM 2100	New Location Non-Freeway - Huffman - Huffman 1062-02-011	SH 99	Huffman-Cleveland Rd (North)	FY 2024-2027	\$32,542,560	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$32,542,560 TOTAL. . . . . \$32,542,560 Cat. 2 increased \$2M	2
43	FM 2920	Widen Non-Freeway - Houston 2941-01-026	BU 290-H	Becker Rd.	FY 2028-2033	\$53,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$53,000,000 TOTAL. . . . . \$53,000,000	2
44	FM 2920	Widen Non-Freeway - Houston 2941-01-028	Cypress-Rosehill Road	SH 249	FY 2024-2027	\$67,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$67,800,000 TOTAL. . . . . \$67,800,000	1
45	FM 2920	Widen Non-Freeway - Houston 2941-01-034	Becker Rd	Cypress Rosehill Rd	FY 2024-2027	\$44,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$44,000,000 TOTAL. . . . . \$44,000,000	1
46	FM 2920	Upgrade Non-Freeway - Tomball 2941-02-056	BS 249-B	Willow St	FY 2024-2027	\$30,123,979	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$30,123,978 TOTAL. . . . . \$30,123,978 Cat. 2 increased \$2M	1

## MONTGOMERY COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
47a	SH 75	Widen Non-Freeway - Houston 0110-03-078	FM 3083	League Line Road	FY 2028-2033	\$13,090,131	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$13,090,131 TOTAL. . . . . \$13,090,131	1
47b	SH 75	Widen Non-Freeway - Houston 0110-03-079	League Line Road	FM 830	FY 2028-2033	\$20,059,314	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$20,059,314 TOTAL. . . . . \$20,059,314	1
47c	SH 75	Widen Non-Freeway - Houston 0110-03-080	FM 830	FM 2432	FY 2028-2033	\$25,760,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$25,760,000 TOTAL. . . . . \$25,760,000	1
48	SH 105	Widen Non-Freeway - Montgomery 0338-02-032	Grimes County Line	FM 149	FY 2024-2027	\$104,085,279	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$94,084,603 Cat. 4 Urban . . . . . \$10,000,676 TOTAL. . . . . \$104,085,279 Cat. 2 increased \$12M	1
49	SH 105	Widen Non-Freeway - Cleveland 0338-07-019	San Jacinto County Line	Liberty County Line	FY 2024-2027	\$45,916,026	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$45,916,026 TOTAL. . . . . \$45,916,026 Cat. 2 increased \$14M	1
50	SH 242	Culvert & Storm Drainage Work - Patton Village 3538-01-060	Needham Drive	IH 69	FY 2024-2027	\$8,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor. . . . . \$8,000,000 TOTAL. . . . . \$8,000,000	1
51	SL 336	Widen Non-Freeway - Houston 0338-11-056	IH 45	Ladera Creek Trace	FY 2024-2027	\$28,510,000	New Authorization	No	Cat. 7 . . . . . \$20,160,000 Cat. 12 Strategic Priority . . . . . \$8,350,000 TOTAL. . . . . \$28,510,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

**WALLER COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
52	IH 10	Widen Freeway - Brookshire 0271-04-070	FM 359	Waller-Fort Bend County Line	FY 2024-2027	\$361,101,070	Funding Adjustment	No	Cat. 4 Urban ..... \$157,885,070 Cat. 12 Strategic Priority ..... \$203,215,999 TOTAL ..... \$361,101,069 Cat. 4U increased \$113M	1
53	US 290	Widen Freeway - Waller County 0114-11-077	SH 6	Harris County Line	FY 2024-2027	\$83,200,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$50,000,000 Cat. 4 Urban ..... \$33,200,000 TOTAL ..... \$83,200,000	1
54	US 290	Widen Freeway - Houston 0114-11-083	Washington County Line	SH 6	FY 2028-2033	\$112,799,999	New Authorization	No	Cat. 4 Urban ..... \$42,800,000 Remaining funding TBD ..... \$69,999,999 TOTAL ..... \$112,799,999	2
55	US 90	Widen Non-Freeway - Houston 0271-09-026	FM 2855	Fort Bend County Line	FY 2028-2033	\$33,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$33,000,000 TOTAL ..... \$33,000,000	2
56	FM 529	Widen Non-Freeway - Houston 1006-02-009	FM 362	Harris County Line	FY 2028-2033	\$60,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$60,000,000 TOTAL ..... \$60,000,000	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# LAREDO DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

The Laredo District is home to six major international border crossings, with the World Trade International Bridge in Laredo, operating as the #1 in-land port in the nation. The district will also hold the unique distinction of managing the transportation needs of 4 major Interstate corridors that will either originate/terminate within our district: IH 35, I-27, I-69 & I-2. The district focus is on delivering safe and reliable roadways to enable the movement of people and commerce across our eight counties, as well as throughout the rest of the state and the entire U.S.

Utilizing categories 4 & 10 fund, the district will be to complete the widening of I-35 and construction of interchanges along US 59/I-69 W in preparation for future IH 69W corridor. As part of the Ports-to-Plains (I-27) initiative, the SL480 project in Maverick County will be prioritized in order to complete this loop. Through strategic planning & partnership with local our Laredo & Webb County Area Metropolitan Planning Organization (LW-CAMPO) and the Webb County-City of Laredo Regional Mobility Authority (WCCL- RMA) the district is able to strategically utilize Category 2, 7 & 12 funds to improve our regional mobility.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Laredo TxDOT District [page](#)

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

### MPO:

[Laredo & Webb County Area Metropolitan Planning Organization](#)

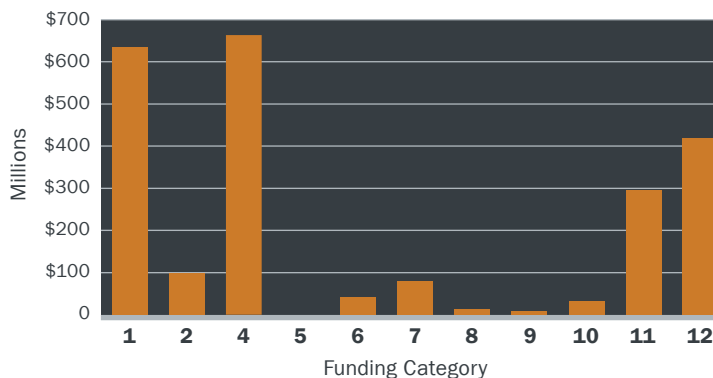
### CONTACT:

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(956) 712-7416

[@TxDOTLAREDO](#)

## LAREDO DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# LAREDO DISTRICT Listed Projects



— UTP Listed Projects 2024



# LAREDO DISTRICT **Listed Projects**

## MAVERICK COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 57	Rehabilitation of Existing Road - Maverick County 0276-01-046	1.179 Miles South of SL 480	1.178 Miles North of SL 480	FY 2028-2033	\$7,573,676	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$7,573,676 TOTAL . . . . . \$7,573,676	3
1b	US 277	Rehabilitation of Existing Road - Maverick County 0299-04-083	0.357 Miles South of SL 480	0.495 Miles North of SL 480	FY 2028-2033	\$11,049,043	New Authorization	No	Cat. 4 Rural . . . . . \$11,049,043 TOTAL . . . . . \$11,049,043	3
1c	SL 480	New Location Non-Freeway - Eagle Pass 0299-14-010	US 57	US 277 N	FY 2028-2033	\$68,695,488	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$68,695,488 TOTAL . . . . . \$68,695,488	1
1d	SL 480	Interchange at SL 480 - Eagle Pass 0299-14-028	0.699 Miles South of US 277	US 277	FY 2028-2033	\$50,891,561	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$50,891,561 TOTAL . . . . . \$50,891,561	1
1e	FM 1588	Rehabilitation of Existing Road - Eagle Pass 1508-01-010	0.40 Miles South of SL 480	0.26 Miles North of SL 480	FY 2028-2033	\$4,646,338	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$4,646,338 TOTAL . . . . . \$4,646,338	1

## WEBB COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	IH 35	Replace Bridge at Uniroyal Dr - Laredo 0018-05-089	0.47 Miles South of Uniroyal Interchange	3.22 Miles North of Uniroyal Interchange	FY 2024-2027	\$165,921,714	Funding Adjustment	No	Cat. 4 Rural . . . . . \$65,000,000 Cat. 12 Strategic Priority . . . . . \$100,921,714 TOTAL . . . . . \$165,921,714 Cat. 12 increased \$55M	1
3a	IH 35	Widen Freeway - Laredo (North) 0018-05-094	2.68 Miles North of Uniroyal Int (MM 16.0)	1.2 Miles North of US 83 Int (MM 19.787)	FY 2024-2027	\$199,388,653	Funding Adjustment	No	Cat. 4 Rural . . . . . \$167,285,931 Cat. 12 Strategic Priority . . . . . \$32,102,722 TOTAL . . . . . \$199,388,653 Cat. 4R increased \$92M	1
3b	US 83	Widen Non-Freeway - Webb County 0037-10-041	Los Botines Ln	US 83 / IH 35 Underpass	FY 2024-2027	\$25,609,195	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$25,609,195 TOTAL . . . . . \$25,609,195	2
4	IH 35	Interchange at US 59 - Laredo 0018-06-185	0.50 Miles East of IH 35	0.50 Miles North of US 59	FY 2024-2027	\$54,505,335	Funding Adjustment	No	Cat. 1 . . . . . \$13,000,001 Cat. 12 Strategic Priority . . . . . \$41,505,334 TOTAL . . . . . \$54,505,335 Cat. 12 increased \$2.3M	1
5	US 83	Widen Non-Freeway - Laredo 0037-10-040	1 Miles North of SH 255	Los Botines Ln	FY 2028-2033	\$50,400,000	New Authorization	No	Cat. 4 Rural . . . . . \$50,400,000 TOTAL . . . . . \$50,400,000	1
6a	US 59	Upgrade to Freeway - Laredo Airport 0086-14-077	0.50 Miles South of E. Corridor Rd (Airport)	0.50 Miles North of E. Corridor Rd(Airport)	FY 2024-2027	\$35,996,488	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$12,355,991 Cat. 12 Strategic Priority . . . . . \$23,640,497 TOTAL . . . . . \$35,996,488 Cat. 12 increased \$7.2M	1
6b	US 59	Upgrade to Freeway - Laredo Airport 0086-14-086	US 59	0.4 Miles North of E. Corridor Rd.(Airport)	FY 2024-2027	\$76,790,768	Funding Adjustment	No	Cat. 1 . . . . . \$19,000,001 Cat. 12 Strategic Priority . . . . . \$57,790,767 TOTAL . . . . . \$76,790,768 Cat. 12 increased \$28M	1
7	US 59	Widen Non-Freeway - Laredo 0542-01-094	7.49 Miles West of FM 2895	Intersection of US 59 And Loop 20	FY 2028-2033	\$301,728,000	No Funding Change	No	Cat. 4 Rural . . . . . \$301,728,000 TOTAL . . . . . \$301,728,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# LAREDO DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
8	SH 84	New Location Non-Freeway - Webb County 3483-02-002	FM 1472	IH 35 WFR	FY 2024-2027	\$147,676,738	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,188,067 Cat. 4 Urban . . . . . \$32,488,674 Cat. 7 . . . . . \$99,999,997 TOTAL . . . . . \$147,676,738	1
9	SL 20	Interchange at Lomas del Sur Blvd - Laredo 0086-16-008	0.1 Miles South of Lomas Del Sur Blvd	0.1 Miles North of Lomas Del Sur Blvd	FY 2024-2027	\$42,000,000	No Funding Change	No	Cat. 1 . . . . . \$434,680 Cat. 2 Metro/Urban Corridor . . . . . \$34,535,033 Cat. 7 . . . . . \$7,030,287 TOTAL . . . . . \$42,000,000	1
N/A	Various	Vallecillo Road - Laredo 0922-33-205	FM 1472	IH 35	FY 2028-2033	\$35,280,000	No Funding Change	No	Cat. 3 Local . . . . . \$14,780,000 Cat. 7 . . . . . \$16,500,000 Cat. 12 Strategic Partnership . . . . . \$4,000,000 TOTAL . . . . . \$35,280,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# LUBBOCK DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

The district's Category 2 funding is restricted to projects within the Lubbock County. For these

projects, the district coordinates closely with the City, Lubbock County, and the Lubbock Metropolitan Planning Organization. This partnership is exemplified by more than \$114 million in transportation improvements spent between TxDOT and federal and local agencies to complete the SL 88 between Ave U and Chicago Ave, US 87 and FM 41 interchange. Category 4 funding focuses on connectivity projects, while Category 7 funding highlights growth within the City of Lubbock and the demand for metropolitan mobility projects.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Lubbock TxDOT District [page](#)

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

### MPO:

[Lubbock Metropolitan Planning Organization](#)

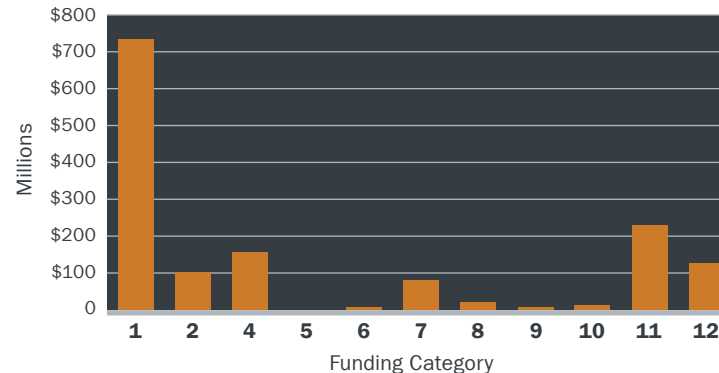
### CONTACT:

[kylan.francis@txdot.gov](mailto:kylan.francis@txdot.gov)

135 Slaton Road  
Lubbock, TX 79404  
(806) 748-4472

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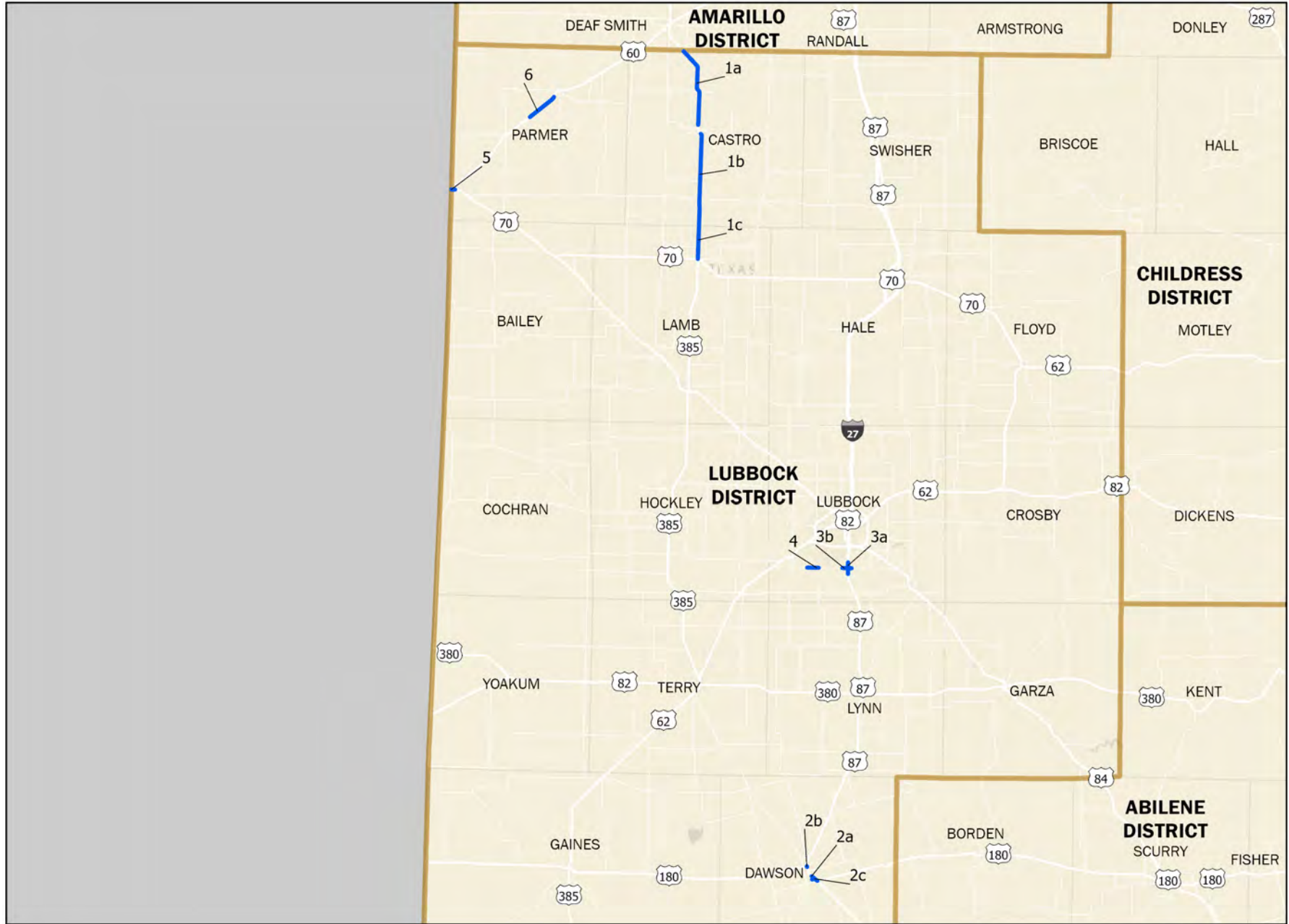
## LUBBOCK DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# LUBBOCK DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# LUBBOCK DISTRICT Listed Projects

## MULTI-COUNTY PROJECT

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 385	Passing Lanes (Super 2) - Hereford (Castro County) 0226-06-036	Deaf Smith County Line	CR 713	FY 2024-2027	\$21,715,500	Funding Adjustment	No	Cat. 4 Rural ..... \$21,715,500 TOTAL ..... \$21,715,500 Cat. 4R increased \$8M	2
1b	US 385	Passing Lanes (Super 2) - Dimmitt (Castro County) 0227-01-023	SH 194	Lamb County Line	FY 2024-2027	\$23,800,000	Funding Adjustment	No	Cat. 4 Rural ..... \$23,800,000 TOTAL ..... \$23,800,000 Cat. 4R increased \$8M	2
1c	US 385	Passing Lanes (Super 2) - Dimmitt (Lamb County) 0227-02-023	Castro County Line	US 70	FY 2024-2027	\$8,706,000	Funding Adjustment	No	Cat. 4 Rural ..... \$8,706,000 TOTAL ..... \$8,706,000 Cat. 4R increased \$2.7M	2

## DAWSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2a	US 87	Widen Non-Freeway - Dawson County 0068-05-040	CR 1026	US 180	FY 2024-2027	\$7,000,000	New Authorization	No	Cat. 4 Rural ..... \$7,000,000 TOTAL ..... \$7,000,000	1
2b	US 87	Intersection & Operational Imprv - Lamesa 0068-12-012	N 5th Street	N 3rd Street in Lamesa	FY 2024-2027	\$2,000,000	New Authorization	No	Cat. 4 Rural ..... \$2,000,000 TOTAL ..... \$2,000,000	1
2c	SH 349	Restoration - Dawson County 0380-19-004	US 87	County Road 344	FY 2024-2027	\$1,000,000	New Authorization	No	Cat. 4 Rural ..... \$1,000,000 TOTAL ..... \$1,000,000	3

## LUBBOCK COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3a	US 87	Lubbock Outer Loop 0068-01-073	114th Street	146th Street	FY 2024-2027	\$137,063,358	Funding Adjustment	No	Cat. 1 ..... \$30,600,037 Cat. 4 Urban ..... \$58,988,000 Cat. 12 Strategic Priority ..... \$47,475,321 TOTAL ..... \$137,063,358 Cat. 4U increased \$24M and Cat. 12 increased \$23M	1
3b	FM 1585	Lubbock Outer Loop 1502-01-031	CR 2240 (Ave U)	0.5 Miles East of US 87	FY 2024-2027	\$148,018,653	Funding Adjustment	No	Cat. 1 ..... \$33,654,243 Cat. 2 Metro/Urban Corridor ..... \$59,420,550 Cat. 4 Urban ..... \$35,443,860 Cat. 7 ..... \$19,500,000 TOTAL ..... \$148,018,653 Cat. 2 increased \$40M and Cat. 4U increased \$22M	1
4	FM 1585	Lubbock Outer Loop 1502-01-032	Quincy Ave	Chicago Ave	FY 2028-2033	\$140,899,894	Funding Adjustment	No	Cat. 1 ..... \$27,313,600 Cat. 7 ..... \$10,000,000 Cat. 11 District Discretionary ..... \$7,520,000 Cat. 12 Permian ..... \$70,449,947 Remaining funding TB ..... \$25,616,347 TOTAL ..... \$140,899,894 Cat. 12 increased \$36.9M	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# LUBBOCK DISTRICT **Listed Projects**

**PARMER COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	US 70	Interchange - Farwell 0052-01-046	New Mexico State Line	FM 292	FY 2028-2033	\$40,320,000	New Authorization	No	Cat. 3 Local ..... \$20,000,000 Cat. 4 Rural ..... \$10,320,000 Cat. 8 ..... \$10,000,000 TOTAL ..... \$40,320,000	1
6	US 60	Safety Improvements - Friona 0168-02-032	CR 13	CR 17	FY 2024-2027	\$35,021,000	Funding Adjustment	No	Cat. 3 Local ..... \$10,500,000 Cat. 4 Rural ..... \$14,021,000 Cat. 12 Strategic Priority ..... \$10,500,000 TOTAL ..... \$35,021,000 Cat. 4R added \$14M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# LUFKIN DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

Because US 59, US 96 and US 69 are used as major evacuation corridors, the district works to identify funding to continue regional connectivity through Category 4, which addresses the impacts of regional traffic. Current Category 4 projects address evacuation corridors on two of these major roadways, which intersect in Lufkin and carry heavy volumes of local and regional traffic and freight.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Lufkin TxDOT District [page](#)

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

### RPO:

[Deep East Texas Council of Governments](#)

### CONTACT:

[rhonda.oaks@txdot.gov](mailto:rhonda.oaks@txdot.gov)

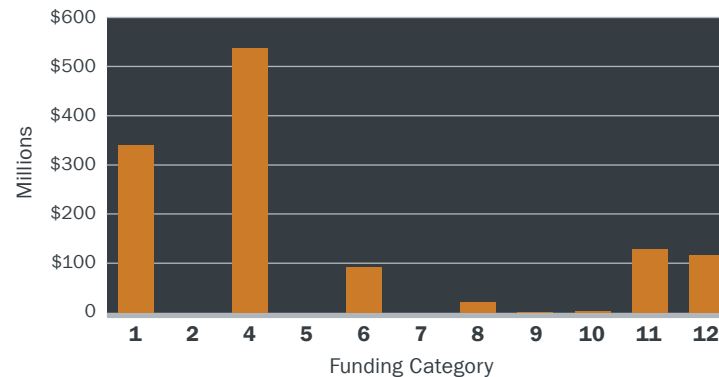
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(936) 634-4433

[@TxDOTLUFKIN](#)

## LUFKIN DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# PARIS DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 271	Widen Non-Freeway - Paris (Lamar County) 0221-01-078	LP 286 in Paris	Pattonville	FY 2024-2027	\$55,583,485	Funding Adjustment	No	Cat. 4 Rural . . . . . \$22,102,600 Cat. 10 . . . . . \$3,193,647 Cat. 12 Strategic Priority . . . . . \$30,287,238 TOTAL . . . . . \$55,583,485 Cat. 4R added \$22M	1
1b	US 271	Widen Non-Freeway - Deport (Lamar County) 0221-01-079	Pattonville	Red River County Line	FY 2024-2027	\$43,402,620	Funding Adjustment	No	Cat. 4 Rural . . . . . \$32,422,620 Cat. 12 Strategic Priority . . . . . \$10,980,000 TOTAL . . . . . \$43,402,620 Cat. 4R increased \$22M	1
1c	US 271	Widen Non-Freeway - Deport (Red River County) 0221-02-028	Lamar County Line	SH 37	FY 2024-2027	\$35,723,323	Funding Adjustment	No	Cat. 4 Rural . . . . . \$33,323,323 Cat. 12 Strategic Priority . . . . . \$2,400,000 TOTAL . . . . . \$35,723,323 Cat. 4R increased \$15M	1

## GRAYSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 75	Widen Freeway - Sherman 0047-03-091	FM 902	FM 1417	FY 2028-2033	\$82,704,020	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$2,951,188 Remaining funding TBD . . . . . \$79,752,832 TOTAL . . . . . \$82,704,020	1
3	US 75	Widen Freeway - Howe 0047-13-033	Collin County Line (MPO Boundary)	FM 902	FY 2024-2027	\$88,633,631	Funding Adjustment	No	Cat. 3 Local . . . . . \$4,710,000 Cat. 12 Strategic Priority . . . . . \$83,923,631 TOTAL . . . . . \$88,633,631 Cat. 12 increased \$50M	1
4	US 75	Widen Freeway - Sherman 0047-18-088	SH 91 (Texoma Parkway)	US 82	FY 2024-2027	\$98,663,661	Funding Adjustment	No	Cat. 1 . . . . . \$1,371,143 Cat. 2 Metro/Urban Corridor . . . . . \$61,742,701 Cat. 4 Urban . . . . . \$35,549,817 TOTAL . . . . . \$98,663,661 Cat. 2 increased \$61M and Cat. 4U added \$35M	1

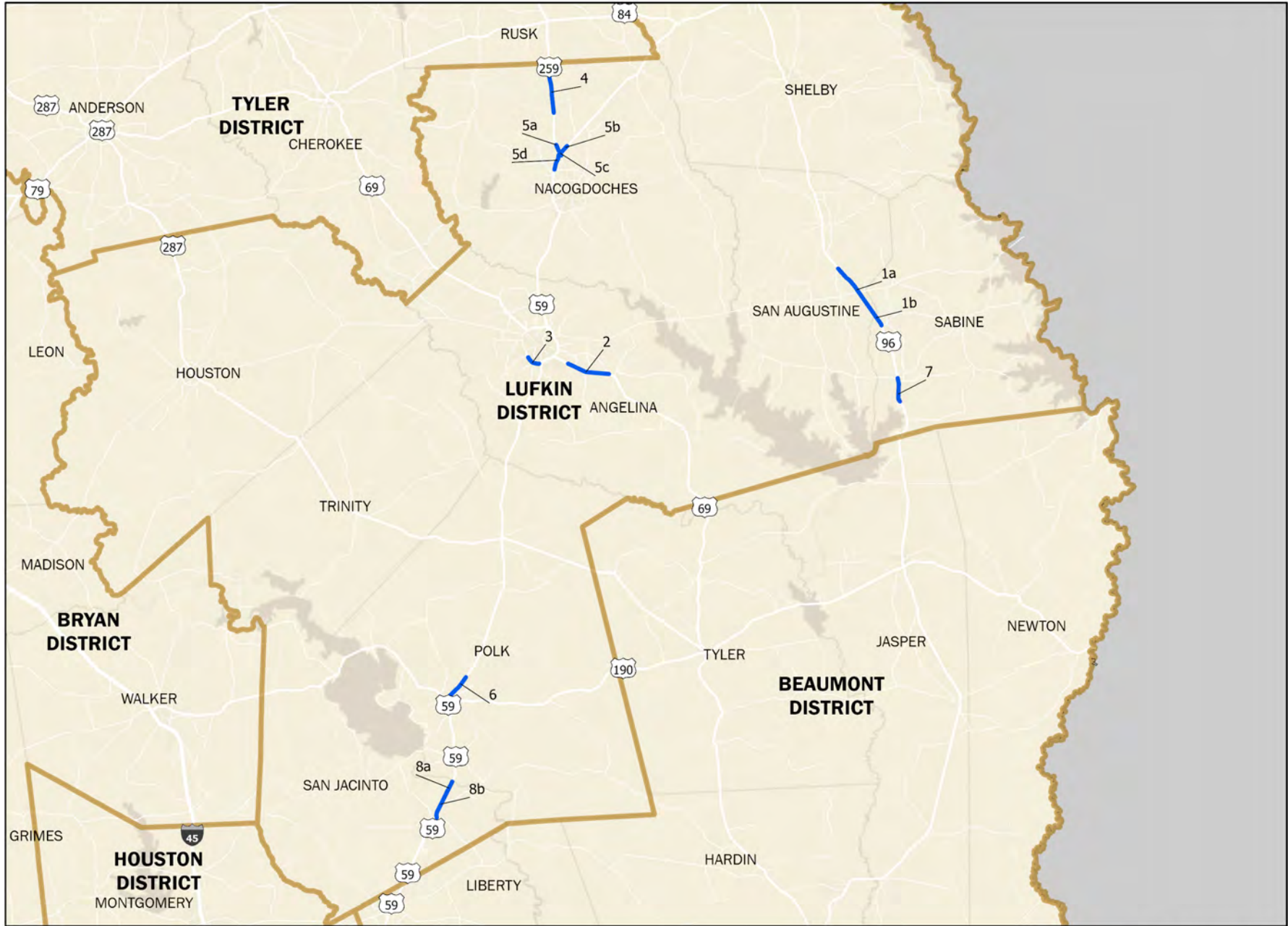
## HUNT COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5a	IH 30	Interchange at FM 36 - Hunt County 0009-13-168	East of FM 1565	East of FM 36	FY 2024-2027	\$71,660,123	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$13,689,859 Cat. 4 Urban . . . . . \$8,373,452 Cat. 12 Strategic Priority . . . . . \$49,596,812 TOTAL . . . . . \$71,660,123 Cat. 2 increased \$1.8M and Cat. 12 added \$23M	1
5b	IH 30	Interchange at FM 1565 - Hunt County 0009-13-169	1.3 Miles East of CR 2511	1.6 Miles East of FM 1565	FY 2024-2027	\$52,931,546	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$1,820,209 Cat. 4 Urban . . . . . \$5,000,000 Cat. 12 Strategic Priority . . . . . \$46,111,337 TOTAL . . . . . \$52,931,546 Cat. 2 increased \$496K and Cat 12TTC added \$20M	1
5c	IH 30	Interchange at CR 2509 - Hunt County 0009-13-170	0.75 Miles West of CR 2511	1.3 Miles East of CR 2511	FY 2024-2027	\$58,208,050	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$111,778 Cat. 4 Urban . . . . . \$5,000,000 Cat. 12 Strategic Priority . . . . . \$53,096,272 TOTAL . . . . . \$58,208,050 Cat. 2 increased \$21M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# LUFKIN DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# LUFKIN DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 96	Rural Passing Lanes (Super 2) - Bronson (San Augustine County) 0809-04-054	FM 1751	Sabine County Line	FY 2028-2033	\$29,120,000	New Authorization	No	Cat. 4 Rural . . . . . \$29,120,000 TOTAL . . . . . \$29,120,000	1
1b	US 96	Rural Passing Lanes (Super 2) - Bronson (Sabine County) 0809-05-021	San Augustine County Line	SH 184	FY 2028-2033	\$5,600,000	New Authorization	No	Cat. 4 Rural . . . . . \$5,600,000 TOTAL . . . . . \$5,600,000	2

## ANGELINA COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 69	Widen for Turn Lane - Huntington 0200-01-093	0.9 Miles North of FM 841	0.5 Miles West of FM 1475	FY 2024-2027	\$31,920,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$31,920,000 TOTAL . . . . . \$31,920,000 Cat. 4R increased \$8.7M	1
3	SL 287	Upgrade to Freeway - Lufkin 2553-01-116	BU 59-G	Copeland Street	FY 2024-2027	\$16,000,000	New Authorization	No	Cat. 4 Rural . . . . . \$16,000,000 TOTAL . . . . . \$16,000,000	2

## NACOGDOCHES COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	US 259	Widen for Turn Lane - Nacogdoches County 0138-06-047	Rusk County Line	SH 204	FY 2024-2027	\$54,324,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$54,324,000 TOTAL . . . . . \$54,324,000 Cat. 4R increased \$23M	1
5a	US 259	Upgrade to Freeway - Nacogdoches 0138-06-046	1 Mile North of US 59	BU 59-F	FY 2028-2033	\$19,040,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$19,040,000 TOTAL . . . . . \$19,040,000 Cat. 4R increased \$9M	1
5b	US 59	Upgrade to Freeway - Nacogdoches 0175-07-059	1 Mile North of US 259	US 259	FY 2028-2033	\$48,160,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$48,160,000 TOTAL . . . . . \$48,160,000 Cat. 4R increased \$21M	1
5c	BU 59F	Upgrade to Freeway - Nacogdoches 0175-07-060	US 259	0.3 Miles South of US 259	FY 2028-2033	\$13,440,000	Funding Adjustment	No	Cat. 12 Strategic Priority . . . . . \$13,440,000 TOTAL . . . . . \$13,440,000 Cat. 12 increased \$6.4M	1
5d	US 59	Upgrade to Freeway - Nacogdoches 2560-01-085	US 259	Stallings Drive	FY 2028-2033	\$125,440,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$125,440,000 TOTAL . . . . . \$125,440,000 Cat. 4R increased \$55M	1

## POLK COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	US 59	Freeway Operational Improvements - Lufkin 0176-05-193	1.9 Miles South of SL116 (N Livingston)	US 190	FY 2028-2033	\$109,760,000	New Authorization	No	Cat. 4 Rural . . . . . \$109,760,000 TOTAL . . . . . \$109,760,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# LUFKIN DISTRICT **Listed Projects**

## SABINE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	US 96	Passing Lanes (Super 2) - Pineland 0064-06-053	FM 83	0.50 Miles South of SS 414	FY 2024-2027	\$10,920,000	Funding Adjustment	No	Cat. 4 Rural..... \$10,920,000 TOTAL..... \$10,920,000 Cat. 4R increased \$4.5M	1

## SAN JACINTO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
8a	US 59	Upgrade to Freeway - North of Shepherd 0177-02-103	North End of Trinity River Bridge	0.5 Miles North of FM 1127	FY 2028-2033	\$127,680,000	Funding Adjustment	No	Cat. 4 Rural..... \$127,680,000 TOTAL..... \$127,680,000 Cat. 4R increased \$64M	1
8b	US 59	Upgrade to Freeway - North of Shepherd 0177-02-104	0.5 Miles North of FM 1127	0.2 Miles North of FM 223	FY 2028-2033	\$106,400,000	Funding Adjustment	No	Cat. 4 Rural..... \$628,200 Cat. 12 Strategic Priority..... \$105,771,800 TOTAL..... \$106,400,000 Cat. 12 added \$106M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# ODESSA DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

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

## REGIONAL PLANNING RESOURCES

### ONLINE:

Odessa TxDOT District [page](#)

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

### MPO:

[Permian Basin Metropolitan Planning Organization](#)

### CONTACT:

[maryann.cedillo@txdot.gov](mailto:maryann.cedillo@txdot.gov)

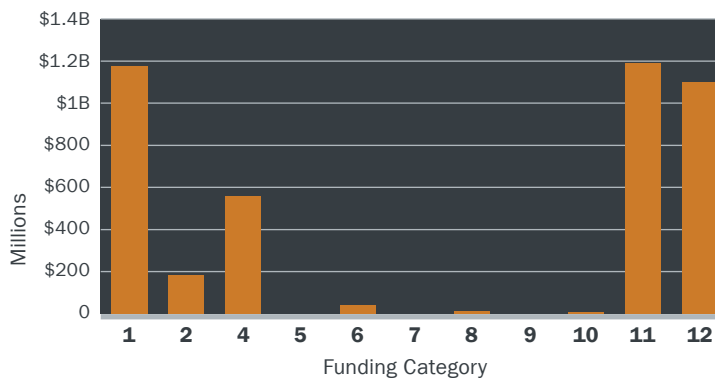
3901 E. Highway 80

Odessa, TX 79761

(432) 332-0501

[@TxDOTODESSA](#)

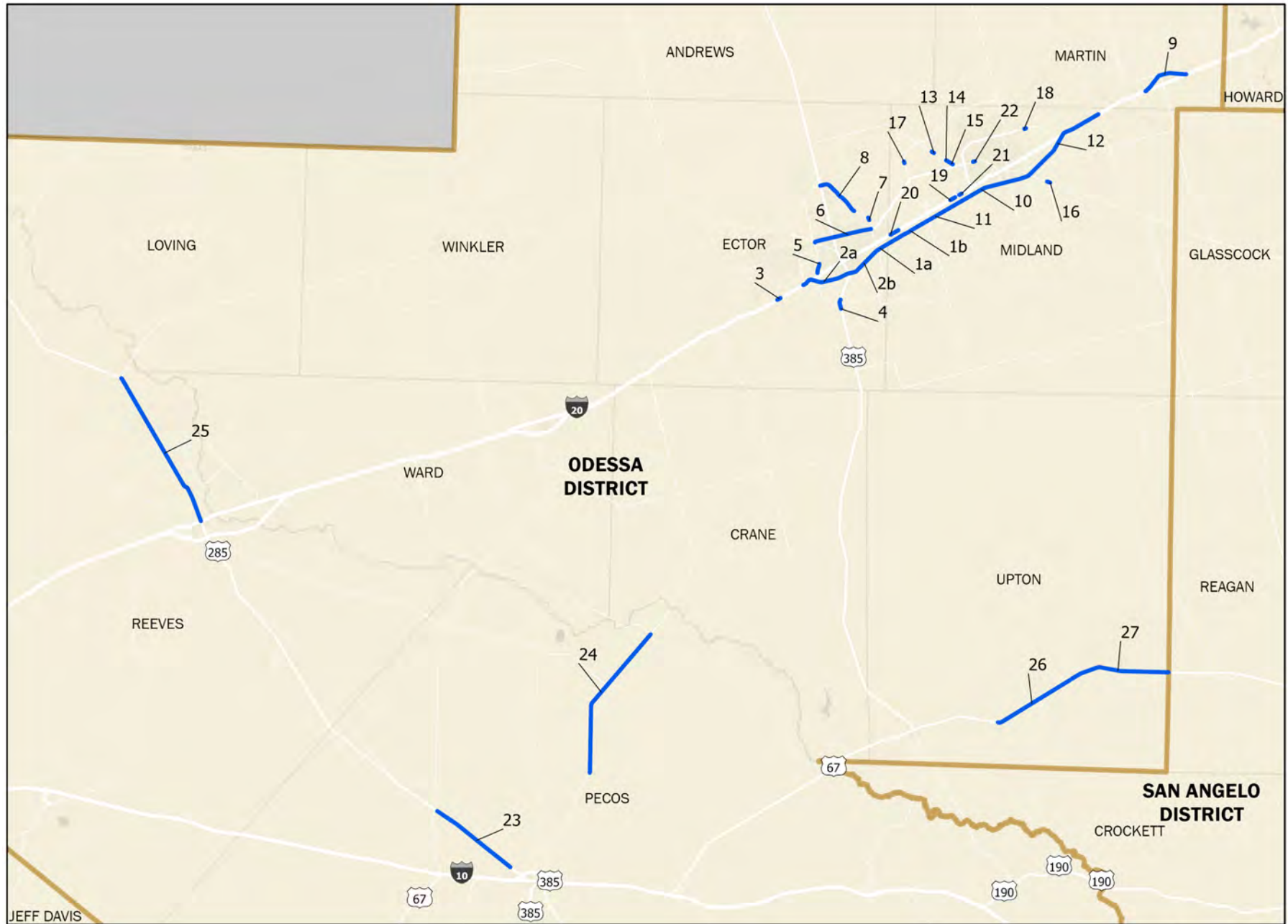
## ODESSA DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# ODESSA DISTRICT Listed Projects



— UTP Listed Projects 2024

# ODESSA DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	IH 20	I-20 Project 3c - Widen Freeway (Ector County) 0005-13-064	East of JBS Parkway	Midland County Line	FY 2024-2027	\$94,163,195	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$42,250,000 Cat. 4 Urban . . . . . \$28,955,195 Cat. 12 Strategic Priority. . . . . \$2,958,000 Cat. 12 Permian . . . . . \$20,000,000 TOTAL. . . . . \$94,163,195 Cat. 2 increased \$41M and Cat. 4U added \$28M	1
1b	IH 20	I-20 Project 3c - Widen Freeway (Midland County) 0005-14-093	Ector County Line	East of CR 1300	FY 2024-2027	\$128,000,077	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$5,500,000 Cat. 3 Local. . . . . \$2,000,000 Cat. 4 Urban . . . . . \$14,286,477 Cat. 12 Strategic Priority. . . . . \$6,913,600 Cat. 12 Permian . . . . . \$99,300,000 TOTAL. . . . . \$128,000,077 Cat. 4U added \$14M	1

## ECTOR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2a	IH 20	I-20 Project 4 - Widen Freeway 0004-07-135	West of FM 1936	Monahans Draw	FY 2028-2033	\$394,887,111	Funding Adjustment	No	Cat. 12 Strategic Priority. . . . . \$194,837,112 Cat. 12 Permian . . . . . \$91,050,000 Remaining funding TBD . . . . . \$108,999,999 TOTAL. . . . . \$394,887,111 Cat. 12 increased \$214M	1
2b	IH 20	I-20 Project 4 - Widen Freeway 0005-13-063	Monahans Draw	East of JBS Parkway	FY 2028-2033	\$273,645,831	Funding Adjustment	No	Cat. 12 Strategic Priority. . . . . \$174,445,832 Cat. 12 Permian . . . . . \$44,200,000 Remaining funding TBD . . . . . \$54,999,999 TOTAL. . . . . \$273,645,831 Cat. 12 increased \$173M	1
3	IH 20	Traffic Signal at Moss Ave - Odessa 0004-07-137	N IH 20 Service Road/Murphy Street	IH 20/Moss Ave	FY 2028-2033	\$750,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$750,000 TOTAL. . . . . \$750,000	1
4	US 385	Interchange at SL 388 - Odessa 0229-01-042	At South SL 338		FY 2024-2027	\$23,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$21,000,000 Cat. 3 Local. . . . . \$2,000,000 TOTAL. . . . . \$23,000,000	1
5	SH 302	Interchange at W 8th St - Odessa 2224-01-110	At West 8th Street		FY 2028-2033	\$28,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$26,000,000 Cat. 3 Local. . . . . \$2,000,000 TOTAL. . . . . \$28,000,000 Cat. 2 increased \$6.2M	1
6	SH 191	Safety Improvements (Medians) - Odessa 2296-01-058	Loop 338 E Interchange	Loop 338 W	FY 2028-2033	\$6,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$6,000,000 TOTAL. . . . . \$6,000,000	1
7	SL 338	Interchange at 52nd/56th - Odessa 2224-01-116	At 52nd/56th		FY 2028-2033	\$28,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor. . . . . \$5,500,000 Cat. 12 Strategic Priority. . . . . \$22,500,000 TOTAL. . . . . \$28,000,000	3
8	SL 338	Upgrade to Freeway - Odessa 2224-01-117	Yukon Rd E	US 385 N	FY 2028-2033	\$36,236,056	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor. . . . . \$32,236,056 Cat. 12 Strategic Priority. . . . . \$4,000,000 TOTAL. . . . . \$36,236,056 Cat. 2 increased \$18.5M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# ODESSA DISTRICT **Listed Projects**

## MARTIN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	IH 20	Bridge Replacement - Stanton 0005-04-074	BI 20 - F West	BI 20 - F East	FY 2028-2033	\$56,488,001	No Funding Change	No	Cat. 4 Rural.....\$56,488,000 TOTAL.....\$56,488,000	1

## MIDLAND COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
10	IH 20	I-20 Project 3b - Widen Freeway 0005-14-092	East of CR 1250	East of SH 349	FY 2024-2027	\$222,538,627	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$12,340,793 Cat. 12 Strategic Priority.....\$179,970,363 Cat. 12 Permian.....\$30,227,471 TOTAL.....\$222,538,627 Cat. 2 increased \$6M and Cat. 12 increased \$179M	1
11	IH 20	I-20 Project 3d - Widen Freeway 0005-14-094	East of CR 1300	East of CR 1250	FY 2024-2027	\$202,949,834	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$6,500,000 Cat. 4 Urban.....\$18,171,391 Cat. 11 Energy Sector.....\$59,977,514 Cat. 12 Strategic Priority.....\$87,100,929 Cat. 12 Permian.....\$31,200,000 TOTAL.....\$202,949,834 Cat. 4U added \$18M	1
12	IH 20	I-20 Project 5 - Widen Freeway 0005-15-093	East of SH 349	East of FM 1208	FY 2028-2033	\$542,289,782	Funding Adjustment	No	Cat. 12 Strategic Priority.....\$13,750,000 Cat. 12 Permian.....\$58,250,000 Remaining funding TBD.....\$470,289,782 TOTAL.....\$542,289,782 Cat. 12 increased \$13M	1
13	SH 158	Intersection at County Rd 60 - Midland 0463-02-079	At CR 60/ Briarwood		FY 2024-2027	\$3,600,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor.....\$3,600,000 TOTAL.....\$3,600,000	1
14	SH 158	Intersection at Wadley Ave - Midland 0463-02-080	At Wadley Ave		FY 2024-2027	\$3,600,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor.....\$3,600,000 TOTAL.....\$3,600,000	2
15	SH 158	Widen Non-Freeway - Midland 0463-02-089	Wadley Ave	Sinclair Ave	FY 2028-2033	\$5,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor.....\$5,000,000 TOTAL.....\$5,000,000	2
16	SH 158	Intersection at SH 158 - Midland 0463-03-053	At CR 120		FY 2028-2033	\$4,000,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor.....\$4,000,000 TOTAL.....\$4,000,000	1
17	SH 349	Intersection & Operational Imprv - Midland County 1718-07-047	At FM 1788		FY 2028-2033	\$5,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor.....\$5,000,000 TOTAL.....\$5,000,000	2
18	SL 250	Interchange at Todd Rd - Midland 1188-02-111	At Todd Rd		FY 2028-2033	\$25,969,208	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$25,969,208 TOTAL.....\$25,969,208 Cat. 2 increased \$7.4M	1
19	BI 20E	Rail/Highway Crossing - Midland 0005-02-112	At CR 1250		FY 2024-2027	\$6,600,001	No Funding Change	No	Cat. 2 Metro/Urban Corridor.....\$6,000,000 Cat. 8.....\$600,000 TOTAL.....\$6,600,000	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# ODESSA DISTRICT Listed Projects

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
20	BI 20E	Interchange at Faudree Rd - Odessa 0005-02-119	At Faudree		FY 2028-2033	\$39,200,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$9,670,000 Cat. 3 Local . . . . . \$2,000,000 Cat. 4 Urban . . . . . \$10,750,000 Remaining funding TBD . . . . . \$16,780,000 TOTAL . . . . . \$39,200,000 Cat. 2 increased \$1.3M	1
21	BI 20E	Intersection at Avalon Dr - Midland 0005-02-125	At Avalon Dr		FY 2028-2033	\$4,400,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$4,400,000 TOTAL . . . . . \$4,400,000 Cat. 2 increased \$1.4M	1
22	BS 158B	Intersection at FM 868 - Midland 0463-02-081	At FM 868		FY 2028-2033	\$5,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$5,600,000 TOTAL . . . . . \$5,600,000 Cat. 2 increased \$2M	1

**PECOS COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
23	US 285	Passing Lanes (Super 2) - Pecos County 0139-08-040	0.3 Miles South of FM 1776	1.5 Miles North of IH 10	FY 2024-2027	\$47,304,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$37,800,000 Cat. 11 Energy Sector . . . . . \$9,504,000 TOTAL . . . . . \$47,304,000 Cat. 4R increased \$18M	1
24	FM 1053	FM 1053 Realignment 0866-05-036	FM 11	10 Miles South of FM 1450	FY 2024-2027	\$30,000,000	No Funding Change	No	Cat. 12 Permian . . . . . \$30,000,000 TOTAL . . . . . \$30,000,000	3

**REEVES COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
25	US 285	Widen Non-Freeway - Pecos 0139-04-052	BI 20 in Pecos	SH 302	FY 2028-2033	\$284,480,000	New Authorization	No	Cat. 4 Rural . . . . . \$284,480,000 TOTAL . . . . . \$284,480,000	1
N/A	Various	City of Pecos East Relief Route 0906-18-016	US 285	US 285	FY 2028-2033	\$110,000,000	No Funding Change	No	Cat. 12 Permian . . . . . \$10,000,000 Remaining funding TBD . . . . . \$100,000,000 TOTAL . . . . . \$110,000,000	1

**UPTON COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
26	US 67	Passing Lanes (Super 2) - Rankin 0076-06-038	0.7 Miles West of CR 450	West of SH 329	FY 2028-2033	\$44,352,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$20,481,000 Cat. 11 Energy Sector . . . . . \$23,871,000 TOTAL . . . . . \$44,352,000 Cat. 4R increased \$9.6M	3
27	US 67	Passing Lanes (Super 2) - Rankin 0076-07-037	Reagan County Line	SH 329	FY 2024-2027	\$50,112,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$37,800,000 Cat. 11 Energy Sector . . . . . \$12,312,000 TOTAL . . . . . \$50,112,000 Cat. 4R increased \$23M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# PARIS DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

Working with the Grayson County Metropolitan Planning Organization and the North Central Texas

Council of Governments, the district works to fund projects that address regional growth and connectivity needs. Category 2 funding is important for projects in the district's western counties that are undergoing rapid change with the expansion of the Dallas-Fort Worth Metropolitan Area and the construction of the new \$30bn Texas Instruments manufacturing facility. These projects include I-30 in Hunt County and upcoming work on US 75 in Grayson County.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Paris TxDOT District [page](#)

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

### MPOs:

[North Central Texas Council of Governments](#)

[Grayson County Metropolitan Planning Organization](#)

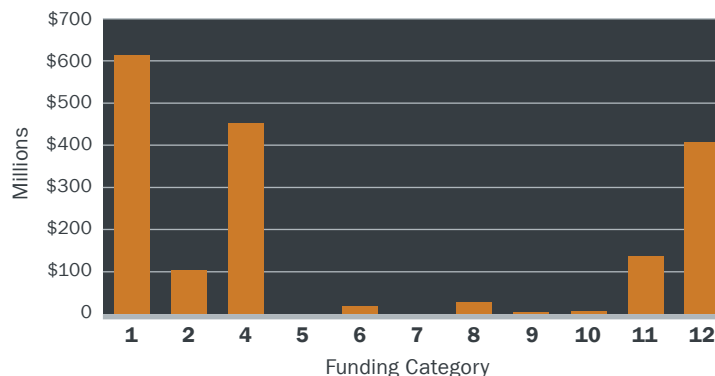
### CONTACT:

[tim.mcalavy@txdot.gov](mailto:tim.mcalavy@txdot.gov)

1365 N MAIN STREET, PARIS, TX 75460  
(903) 737-9300

[@TxDOTParis](#)

## PARIS DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# PARIS DISTRICT Listed Projects



— UTP Listed Projects 2024

# PARIS DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 271	Widen Non-Freeway - Paris (Lamar County) 0221-01-078	LP 286 in Paris	Pattonville	FY 2024-2027	\$55,583,485	Funding Adjustment	No	Cat. 4 Rural . . . . . \$22,102,600 Cat. 10 . . . . . \$3,193,647 Cat. 12 Strategic Priority . . . . . \$30,287,238 TOTAL . . . . . \$55,583,485 Cat. 4R added \$22M	1
1b	US 271	Widen Non-Freeway - Deport (Lamar County) 0221-01-079	Pattonville	Red River County Line	FY 2024-2027	\$43,402,620	Funding Adjustment	No	Cat. 4 Rural . . . . . \$32,422,620 Cat. 12 Strategic Priority . . . . . \$10,980,000 TOTAL . . . . . \$43,402,620 Cat. 4R increased \$22M	1
1c	US 271	Widen Non-Freeway - Deport (Red River County) 0221-02-028	Lamar County Line	SH 37	FY 2024-2027	\$35,723,323	Funding Adjustment	No	Cat. 4 Rural . . . . . \$33,323,323 Cat. 12 Strategic Priority . . . . . \$2,400,000 TOTAL . . . . . \$35,723,323 Cat. 4R increased \$15M	1

## GRAYSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 75	Widen Freeway - Sherman 0047-03-091	FM 902	FM 1417	FY 2028-2033	\$82,704,020	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$2,951,188 Remaining funding TBD . . . . . \$79,752,832 TOTAL . . . . . \$82,704,020	1
3	US 75	Widen Freeway - Howe 0047-13-033	Collin County Line (MPO Boundary)	FM 902	FY 2024-2027	\$88,633,631	Funding Adjustment	No	Cat. 3 Local . . . . . \$4,710,000 Cat. 12 Strategic Priority . . . . . \$83,923,631 TOTAL . . . . . \$88,633,631 Cat. 12 increased \$50M	1
4	US 75	Widen Freeway - Sherman 0047-18-088	SH 91 (Texoma Parkway)	US 82	FY 2024-2027	\$98,663,661	Funding Adjustment	No	Cat. 1 . . . . . \$1,371,143 Cat. 2 Metro/Urban Corridor . . . . . \$61,742,701 Cat. 4 Urban . . . . . \$35,549,817 TOTAL . . . . . \$98,663,661 Cat. 2 increased \$61M and Cat. 4U added \$35M	1

## HUNT COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5a	IH 30	Interchange at FM 36 - Hunt County 0009-13-168	East of FM 1565	East of FM 36	FY 2024-2027	\$71,660,123	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$13,689,859 Cat. 4 Urban . . . . . \$8,373,452 Cat. 12 Strategic Priority . . . . . \$49,596,812 TOTAL . . . . . \$71,660,123 Cat. 2 increased \$1.8M and Cat. 12 added \$23M	1
5b	IH 30	Interchange at FM 1565 - Hunt County 0009-13-169	1.3 Miles East of CR 2511	1.6 Miles East of FM 1565	FY 2024-2027	\$52,931,546	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$1,820,209 Cat. 4 Urban . . . . . \$5,000,000 Cat. 12 Strategic Priority . . . . . \$46,111,337 TOTAL . . . . . \$52,931,546 Cat. 2 increased \$496K and Cat 12TTC added \$20M	1
5c	IH 30	Interchange at CR 2509 - Hunt County 0009-13-170	0.75 Miles West of CR 2511	1.3 Miles East of CR 2511	FY 2024-2027	\$58,208,050	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$111,778 Cat. 4 Urban . . . . . \$5,000,000 Cat. 12 Strategic Priority . . . . . \$53,096,272 TOTAL . . . . . \$58,208,050 Cat. 2 increased \$21M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# PARIS DISTRICT Listed Projects

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	IH 30	Widen Freeway - Greenville 0009-13-174	FM 2642	Monty Stratton Parkway	FY 2028-2033	\$191,077,618	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$96,077,618 Remaining funding TBD..... \$95,000,000 TOTAL..... \$191,077,618 Cat. 12 increased \$56M	1
7	IH 30	Widen Freeway - Greenville 0009-13-194	West of Monty Stratton Pkwy	East of Division St	FY 2028-2033	\$224,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$1,000,000 Remaining funding TBD..... \$223,000,000 TOTAL..... \$224,000,000	1
8	IH 30	Widen Freeway - Greenville 0009-13-195	East of Division St	East of Lamar St	FY 2028-2033	\$168,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$1,000,000 Remaining funding TBD..... \$167,000,000 TOTAL..... \$168,000,000	1
9	IH 30	Widen Freeway - Greenville 0009-13-196	East of Lamar St	East of FM 513	FY 2028-2033	\$280,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$1,000,000 Remaining funding TBD..... \$279,000,000 TOTAL..... \$280,000,000	1
10	SH 11	Intersection & Operational Imprv - Commerce 0083-11-026	250 Ft West of SH 24	Monroe Street	FY 2024-2027	\$648,000	No Funding Change	No	Cat. 1..... \$48,000 Cat. 2 Metro/Urban Corridor..... \$600,000 TOTAL..... \$648,000	3
11	FM 1570	Widen Non-Freeway - Greenville 0692-01-020	SH 34	IH 30	FY 2028-2033	\$26,640,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$26,640,000 TOTAL..... \$26,640,000 Cat. 2 increased \$2M	1
12	FM 1570	Widen Non-Freeway - Greenville 2659-01-010	IH 30	SH 66	FY 2028-2033	\$22,400,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$16,800,000 Remaining funding TBD..... \$5,600,000 TOTAL..... \$22,400,000	1

## LAMAR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13a	US 82	Widen Non-Freeway - Paris 0045-08-039	Fannin County Line	FM 38	FY 2024-2027	\$77,956,497	No Funding Change	No	Cat. 1..... \$41,816,498 Cat. 4 Rural..... \$20,000,000 Cat. 12 Strategic Priority..... \$16,139,999 TOTAL..... \$77,956,497	1
13b	US 82	Widen Non-Freeway - Paris 0045-09-103	FM 38	SL 286	FY 2024-2027	\$42,130,668	No Funding Change	No	Cat. 1..... \$16,130,669 Cat. 4 Rural..... \$10,000,000 Cat. 12 Strategic Priority..... \$15,999,999 TOTAL..... \$42,130,668	1
14	US 82	Widen Non-Freeway - Blossom 0045-11-042	West Division Street in Blossom	Red River County Line	FY 2028-2033	\$24,640,000	New Authorization	No	Cat. 4 Rural..... \$24,640,000 TOTAL..... \$24,640,000	1
15	US 82	Interchange at FM 195 - Paris 1690-01-131	Stillhouse Road	Pine Mill Road	FY 2028-2033	\$155,754,265	Funding Adjustment	No	Cat. 3 Local..... \$1,800,000 Cat. 4 Rural..... \$124,400,000 Remaining funding TBD..... \$29,554,265 TOTAL..... \$155,754,265 Cat. 4R increased \$43M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# PARIS DISTRICT **Listed Projects**

## RED RIVER COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
16a	US 82	Widen Non-Freeway – Paris 0045-12-090	SH 37 South	SH 37 North	FY 2024-2027	\$22,400,000	New Authorization	No	Cat. 4 Rural..... \$22,400,000 TOTAL..... \$22,400,000	3
16b	US 82	Widen Non-Freeway – Paris 0046-01-069	BU 82 J	FM 114	FY 2024-2027	\$4,928,000	New Authorization	No	Cat. 4 Rural..... \$4,928,000 TOTAL..... \$4,928,000	3
16c	US 82	Widen Non-Freeway – Clarksville 0046-10-003	SH 37 North	BU 82 J	FY 2024-2027	\$22,400,000	New Authorization	No	Cat. 4 Rural..... \$22,400,000 TOTAL..... \$22,400,000	1
17	US 271	Widen Non-Freeway – Bogata 0221-03-067	BU 271-D, 0.76 Miles West of SH 37 S	0.283 Miles North of Trent Lake Bridge	FY 2024-2027	\$64,960,000	New Authorization	No	Cat. 4 Rural..... \$64,960,000 TOTAL..... \$64,960,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# PHARR DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

The Pharr District focuses on addressing mobility within its most congested corridors. As a result, it regularly receives Category 4 funding for projects of regional, statewide, and national significance. The Pharr District partners with the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), Hidalgo County Regional Mobility Authority (HCRMA), Cameron County Regional Mobility Authority (CCRMA), and local governments to plan projects and leverage funding. Currently, this funding supports upgrades to I-69 and US 83 Ports-to-Plains Key Corridor initiative, which is important for national commercial traffic, as well as local economic development.

Additionally, Category 4 funding allows the district to support rural transportation needs. Partnering with the RGVMPO provides Category 7 funding, which

allows the district to support significant projects and address congestion within its fast-growing cities, such as Brownsville and Edinburg. The partnership also provides Category 2 funds for metropolitan and urban area projects, allowing it to manage congestion in identified corridors.

The Pharr District also partners with various local governments to address needs at the 14 land ports of entry along the Texas-Mexico Border within the district. The district also supports the local navigation districts in their efforts through the various Riders that fund projects to improve the operations of the ports and surrounding areas. The district also regularly receives Category 1 funding for preventive maintenance and rehabilitation of its state-owned highways.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Pharr TxDOT District [page](#)

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

### MPO:

[Rio Grande Valley Metropolitan Planning Organization](#)

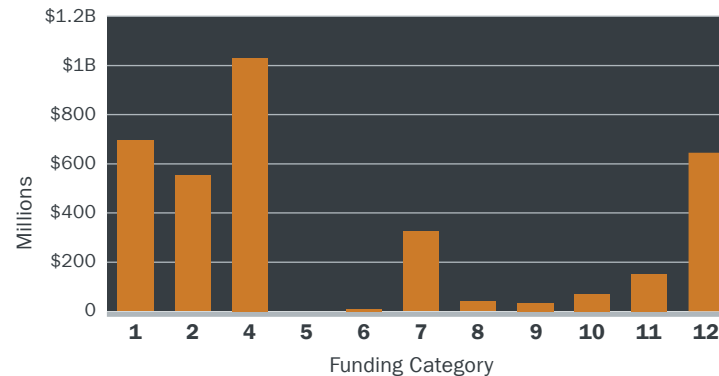
### CONTACT:

[ray.pedraza@txdot.gov](mailto:ray.pedraza@txdot.gov)

600 W. Interstate 2  
Pharr, TX 78577  
(956) 702-6100

[@TxDOTPHARR](#)

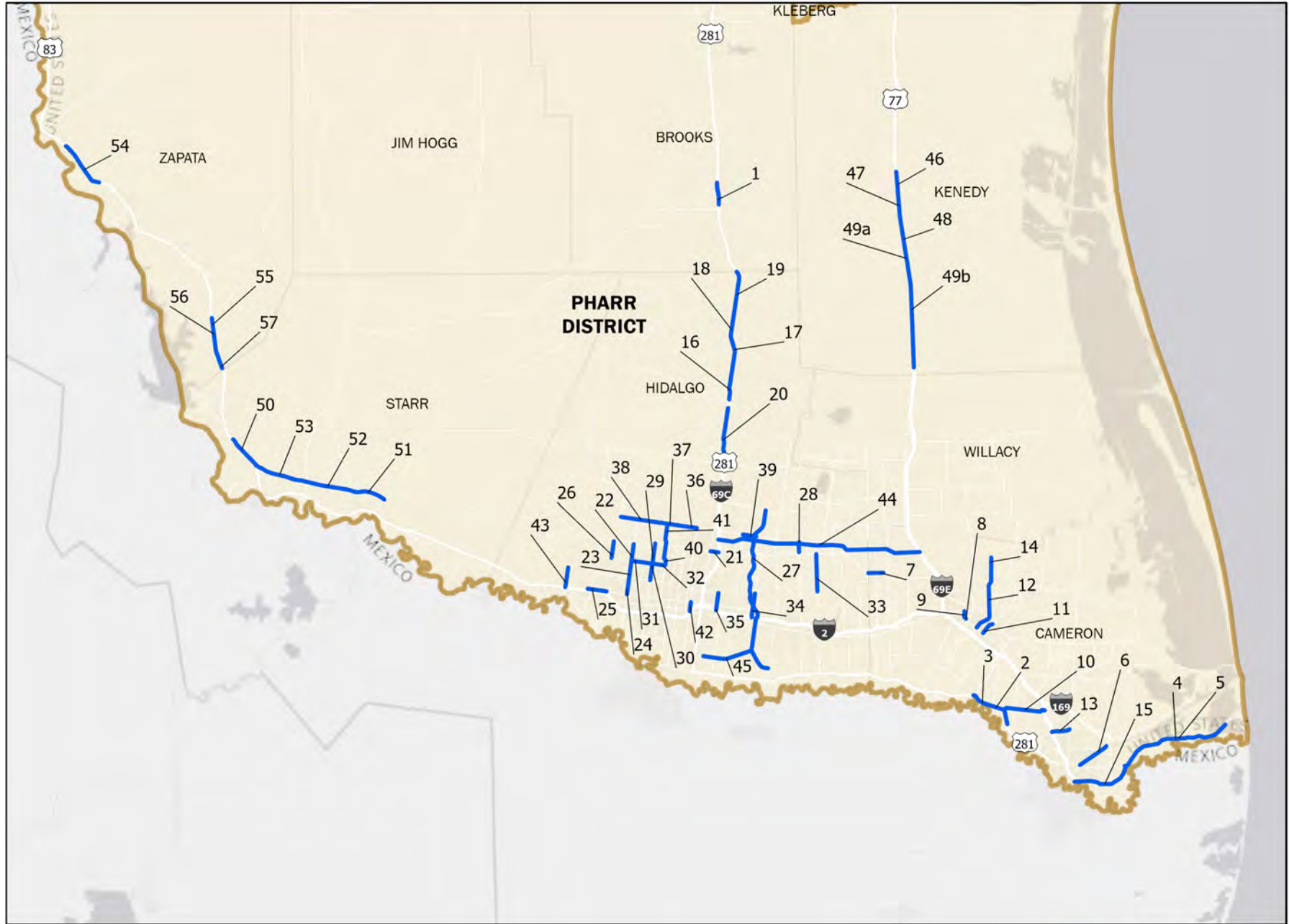
## PHARR DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# PHARR DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# PHARR DISTRICT **Listed Projects**

## BROOKS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1	US 281	Upgrade to Freeway - Encino 0255-05-043	3.158 Miles North of FM 755	0.690 Miles North of FM 755	FY 2028-2033	\$59,038,621	New Authorization	No	Cat. 4 Rural . . . . . \$59,038,621 TOTAL . . . . . \$59,038,621	3

## CAMERON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 281	Widen Non-Freeway - Brownsville 0220-04-049	0.5 Miles West of FM 1577	FM 1421	FY 2024-2027	\$15,120,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,120,000 TOTAL . . . . . \$15,120,000 Cat. 2 increased \$1.1M	1
3	US 281	Widen Non-Freeway - San Benito 0220-04-050	FM 732	0.5 Miles West of FM 1577	FY 2024-2027	\$14,515,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$14,515,200 TOTAL . . . . . \$14,515,200 Cat. 2 increased \$1M	1
4	SH 4	Rehabilitation of Existing Road - Brownsville 0039-10-080	FM 1419	Remedios Ave	FY 2024-2027	\$40,560,000	New Authorization	No	Cat. 1 . . . . . \$20,000,000 Cat. 12 Strategic Priority . . . . . \$20,560,000 TOTAL . . . . . \$40,560,000	1
5	SH 4	Super-2 Highway - Brownsville 0039-10-091	FM 1419	Remedios Ave	FY 2024-2027	\$65,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$25,000,000 Cat. 4 Urban . . . . . \$40,000,000 TOTAL . . . . . \$65,000,000	1
6	SH 48	Widen Non-Freeway - Brownsville 0220-05-076	SH 4	FM 511	FY 2028-2033	\$31,408,160	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$31,408,160 TOTAL . . . . . \$31,408,160	1
7	SH 107	Widen Non-Freeway - Santa Rosa 0342-03-040	Hidalgo/Cameron County Line	Louisiana St	FY 2028-2033	\$15,419,684	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$15,419,684 TOTAL . . . . . \$15,419,684	2
8	BU 77X	Widen Non-Freeway - Harlingen 0039-12-254	Commerce St	Arroyo Bridge	FY 2028-2033	\$4,480,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$4,480,000 TOTAL . . . . . \$4,480,000 Cat. 2 increased \$3.8M	1
9	BU 77X	Safety & Pedestrian - Harlingen 0327-08-098	SS 206	Commerce St	FY 2024-2027	\$2,883,574	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$2,883,574 TOTAL . . . . . \$2,883,574	2
10	FM 1732	Widen Non-Freeway - Brownsville 0684-03-019	US 281	IH-69E	FY 2028-2033	\$25,267,200	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$25,267,199 TOTAL . . . . . \$25,267,199	3
11	FM 1846	Widen Non-Freeway - San Benito 1065-02-042	BUS 77	San Jose Ranch Road	FY 2028-2033	\$6,720,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$500,000 Cat. 3 Local . . . . . \$6,220,000 TOTAL . . . . . \$6,720,000	1
12	FM 509	Widen Non-Freeway - Cameron County 2369-01-033	BUS 77	FM 508	FY 2028-2033	\$26,880,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$500,000 Cat. 3 Local . . . . . \$26,380,000 TOTAL . . . . . \$26,880,000	1
13	FM 3248	Widen Non-Freeway - Brownsville 2717-01-027	IH-69E	FM 1847	FY 2024-2027	\$21,604,641	Funding Adjustment	No	Cat. 1 . . . . . \$1 Cat. 2 Metro/Urban Corridor . . . . . \$21,604,641 TOTAL . . . . . \$21,604,642 Cat. 2 increased \$3.6M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# PHARR DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
14	CS	New Location FM 509 - Harlingen 0921-06-254	FM 509 On New Location, from FM 508	FM 1599	FY 2024-2027	\$7,280,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$7,279,999 TOTAL . . . . . \$7,279,999	3
15	CS	East Loop 0921-06-315	East Loop, from IH- 69E	SH 4	FY 2024-2027	\$113,405,678	No Funding Change	No	Cat. 3 Local . . . . . \$105,059,490 Cat. 7 . . . . . \$875,000 Cat. 12 Strategic Partnership . . . . . \$7,471,188 TOTAL . . . . . \$113,405,678	1

## HIDALGO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
16	US 281	Upgrade to Freeway - Hidalgo County (North) 0255-06-069	3.9 Miles North of SH 186	SH 186	FY 2024-2027	\$65,880,000	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$65,880,000 TOTAL . . . . . \$65,880,000	1
17	US 281	Upgrade to Freeway - Hidalgo County 0255-06-073	7.4 Miles North of SH 186	3.9 Miles North of SH 186	FY 2024-2027	\$63,720,000	No Funding Change	No	Cat. 12 Strategic Priority . . . . . \$63,720,000 TOTAL . . . . . \$63,720,000	2
18	US 281	Upgrade to Freeway - Hidalgo County 0255-06-074	4.4 Miles South Hidalgo/Brooks County Line	7.4 Miles North of SH 186	FY 2024-2027	\$75,040,000	No Funding Change	No	Cat. 4 Rural . . . . . \$1,540,000 Cat. 12 Strategic Priority . . . . . \$73,500,000 TOTAL . . . . . \$75,040,000	3
19	US 281	Upgrade to Freeway - Hidalgo County 0255-06-075	Hidalgo/Brooks County Line	4.4 Miles South of Hidalgo/Brooks County Line	FY 2024-2027	\$71,388,284	No Funding Change	No	Cat. 4 Rural . . . . . \$71,388,284 TOTAL . . . . . \$71,388,284	2
20	US 281	Upgrade to Freeway - Edinburg 0255-07-140	0.273 Miles South of SH 186	0.023 Miles North of FM 490	FY 2024-2027	\$146,077,379	No Funding Change	No	Cat. 4 Connectivity . . . . . \$480,000 Cat. 4 Urban . . . . . \$144,343,810 Cat. 12 Strategic Priority . . . . . \$1,253,569 TOTAL . . . . . \$146,077,379	1
21	SH 107	Intersection Improvements - Edinburg 0342-01-093	BUS 281W	IH 69C	FY 2024-2027	\$25,423,719	Funding Adjustment	No	Cat. 1 . . . . . \$977,835 Cat. 2 Metro/Urban Corridor . . . . . \$24,445,884 TOTAL . . . . . \$25,423,719 Cat. 2 increased \$5.4M	1
22	SH 107	Widen Non-Freeway - Alton 0528-01-112	FM 676	FM 681/ FM 2993	FY 2028-2033	\$26,205,530	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$26,205,531 TOTAL . . . . . \$26,205,531	1
23	SH 107	Widen Non-Freeway - Alton 0528-01-113	FM 1924 North	FM 676	FY 2028-2033	\$20,442,240	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$20,442,240 TOTAL . . . . . \$20,442,240 Cat. 2 increased \$2.2M	1
24	SH 107	Widen Non-Freeway - Mission 0528-01-118	SH 495	FM 1924	FY 2024-2027	\$23,564,410	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$23,564,410 TOTAL . . . . . \$23,564,410 Cat. 2 increased \$2M	3
25	SH 495	Widen Non-Freeway - Mission 0865-01-108	Veterans Blvd., from IH-2 (US 83)	SH 364 (La Homa Rd)	FY 2024-2027	\$16,688,838	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$16,688,838 TOTAL . . . . . \$16,688,838 Cat. 2 increased \$1.6M	1
26	SH 364	Widen Non-Freeway - Mission 2966-01-014	FM 2221	FM 676	FY 2028-2033	\$6,160,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$6,160,000 TOTAL . . . . . \$6,160,000	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# PHARR DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
27	SH 68	New Location SH 68 - Donna 3629-01-001	US 83	FM 1925	FY 2024-2027	\$232,804,500	Funding Adjustment	No	Cat. 4 Urban ..... \$76,224,500 Cat. 12 Strategic Priority ..... \$156,580,000 TOTAL ..... \$232,804,500 Cat. 4U added \$76M	1
28	FM 88	Widen Non-Freeway - Elsa 0698-02-060	FM 1925	5th Ave	FY 2024-2027	\$10,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$10,800,000 TOTAL ..... \$10,800,000	3
29	FM 494	Widen Non-Freeway - McAllen 0864-01-068	SH 107	FM 676 (Mile 5)	FY 2024-2027	\$18,512,330	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$18,512,330 TOTAL ..... \$18,512,330 Cat. 2 increased \$450K	3
30	FM 494	Widen Non-Freeway - McAllen 0864-01-069	FM 676 (Mile 5)	FM 1924 (Mile 3)	FY 2024-2027	\$13,296,578	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$13,296,578 TOTAL ..... \$13,296,578	3
31	FM 676	Widen Non-Freeway - Alton 1064-01-027	SH 107	Taylor Rd	FY 2024-2027	\$35,262,481	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$34,761,745 Cat. 10 ..... \$500,736 TOTAL ..... \$35,262,481 Cat. 2 increased \$2.5M	3
32	FM 676	Widen Non-Freeway - McAllen 1064-01-043	Taylor Rd	FM 2220	FY 2024-2027	\$9,374,819	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$4,374,819 Cat. 7 ..... \$5,000,000 TOTAL ..... \$9,374,819	3
33	FM 1015	Widen Non-Freeway - Edcouch 1228-03-041	Mile 12 Rd	SH 107	FY 2024-2027	\$36,064,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$36,064,000 TOTAL ..... \$36,064,000 Cat. 2 increased \$985K	1
34	FM 1423	Widen Non-Freeway - McAllen 1427-01-037	Minnesota Rd	IH-2	FY 2028-2033	\$31,369,640	New Authorization	No	Cat. 2 Metro/Urban Corridor ..... \$31,369,640 TOTAL ..... \$31,369,640	1
35	FM 1426	Widen Non-Freeway - San Juan 1429-02-036	Nolana Loop	IH-2	FY 2024-2027	\$21,933,763	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$21,933,763 TOTAL ..... \$21,933,763 Cat. 2 increased \$3.6M	1
36	FM 1925	Widen Non-Freeway - Edinburg 1803-01-092	10th St	McCull Rd	FY 2024-2027	\$12,001,425	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$12,001,425 TOTAL ..... \$12,001,425 Cat. 2 increased \$1.9M	1
37	FM 1925	Widen Non-Freeway - Edinburg 1803-01-094	Wallace Rd	10th St	FY 2024-2027	\$39,835,769	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$39,835,770 TOTAL ..... \$39,835,770 Cat. 2 increased \$9.9M	1
38	FM 1925	Widen Non-Freeway - Edinburg 1803-01-095	FM 681	Wallace St	FY 2028-2033	\$31,530,240	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$31,530,240 TOTAL ..... \$31,530,240 Cat. 2 increased \$4.1M	3
39	FM 1925	Widen Non-Freeway - Edinburg 1803-02-035	FM 907 (Alamo Rd)	Sharp Rd	FY 2024-2027	\$10,738,966	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$10,738,966 TOTAL ..... \$10,738,966 Cat. 2 increased \$3.7M	1
40	FM 2220	Widen Non-Freeway - McAllen 2094-01-062	SH 107	Mile 5	FY 2028-2033	\$33,431,070	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$33,431,070 TOTAL ..... \$33,431,070 Cat. 2 increased \$14M	2
41	FM 2220	Widen Non-Freeway - McAllen 2094-01-063	FM 1925	SH 107	FY 2024-2027	\$36,449,640	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$36,449,639 TOTAL ..... \$36,449,639 Cat. 2 increased \$15M	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# PHARR DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
42	FM 3362	Widen Non-Freeway - Pharr 3468-01-021	SH 495	BUS 83S	FY 2024-2027	\$12,037,752	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor.....\$12,037,752 TOTAL.....\$12,037,752 Cat. 2 increased \$1.7M	1
43	CS	Widen Non-Freeway - Penitas 0921-02-194	Liberty Blvd from US 83	Mile 3	FY 2024-2027	\$14,438,034	No Funding Change	No	Cat. 3 Local..... \$4,989,176 Cat. 7..... \$9,048,858 Cat. 12 Strategic Priority..... \$400,000 TOTAL.....\$14,438,034	3
44	CS	New Location Freeway - Pharr 0921-02-353	IH-69 Connector from IH-69C/US 281	IH-69E/US 77	FY 2028-2033	\$149,968,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$149,968,000 TOTAL.....\$149,968,000	1
45	Various	International Bridge Trade Corridor Phase 1 0921-02-142	IBTC from 365 Tollway and FM 493	IH-2	FY 2028-2033	\$237,845,395	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$20,000,000 Cat. 4 Urban..... \$10,276,983 Cat. 7..... \$20,000,000 Cat. 11 Border Infrastructure..... \$20,000,000 Cat. 12 Strategic Priority..... \$155,500,000 Cat. 12 Strategic Partnership..... \$12,068,412 TOTAL..... \$237,845,395 Cat. 2 added \$20M, Cat. 4U added \$10.3M, and Cat. 12 increased \$150M	1

## KENEDY COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
46	US 77	Freeway Operational Improvements - Pharr 0327-03-050	11.40 Miles North of Norias Rd	9.6 Miles North of Norias Rd	FY 2024-2027	\$35,619,465	New Authorization	No	Cat. 4 Rural..... \$35,619,465 TOTAL..... \$35,619,465	3
47	US 77	Upgrade to Freeway - Kenedy County (South) 0327-04-037	9.6 Miles North of Norias Rd	6.33 Miles North of Norias Rd	FY 2024-2027	\$61,575,949	Funding Adjustment	No	Cat. 4 Rural..... \$58,731,517 Cat. 12 Strategic Priority..... \$2,844,432 TOTAL..... \$61,575,949 Cat. 4R added \$58M	1
48	US 77	Freeway Operational Improvements - Pharr 0327-04-039	6.33 Miles North of Norias Rd	1.46 Miles North of Norias Rd	FY 2024-2027	\$110,100,488	New Authorization	No	Cat. 4 Rural..... \$110,100,488 TOTAL..... \$110,100,488	2
49a	US 77	Upgrade to Freeway - Kenedy County 0327-04-040	1.46 Miles North of Norias Rd	Norias Rd	FY 2024-2027	\$31,033,192	Funding Adjustment	No	Cat. 4 Rural..... \$31,033,192 TOTAL..... \$31,033,192 Cat. 4R increased \$13M	2
49b	US 77	Upgrade to Freeway - Kenedy County (South) 0327-05-041	Norias Rd	1.34 Miles North of Willacy/ Kenedy Co	FY 2024-2027	\$214,518,355	Funding Adjustment	No	Cat. 4 Rural..... \$155,386,786 Cat. 12 Strategic Priority..... \$59,131,569 TOTAL..... \$214,518,355 Cat. 4R increased \$76M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# PHARR DISTRICT **Listed Projects**

## STARR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
50	US 83	Widen Non-Freeway - Starr County 0038-06-047	0.31 Miles South of Placido Rd	0.09 Miles North of Loma Blanca Rd	FY 2024-2027	\$30,445,834	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$17,344,594 Cat. 4 Rural..... \$13,101,240 TOTAL..... \$30,445,834 Cat. 2 increased \$4M	1
51	SL 195	Rio Grande City/Roma Relief Route 3632-01-001	New Location, FM 3167	FM 755	FY 2024-2027	\$49,838,004	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$27,439,563 Cat. 12 Strategic Priority..... \$22,398,441 TOTAL..... \$49,838,004 Cat. 2 added \$27M	1
52	SL 195	New Location Freeway - Roma 3632-01-002	New Location, FM 649	FM 3167	FY 2024-2027	\$50,112,000	New Authorization	No	Cat. 4 Urban ..... \$50,112,000 TOTAL..... \$50,112,000	1
53	SL 195	New Location Non-Freeway - Roma 3632-01-003	New Location, US 83 (at Loma Blanca)	FM 649	FY 2028-2033	\$74,592,000	New Authorization	No	Cat. 4 Urban ..... \$64,315,017 Remaining funding TBD ..... \$10,276,983 TOTAL..... \$74,592,000	1

## ZAPATA COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
54	US 83	Widen Non-Freeway - Zapata 0038-04-064	3.685 Miles South of FM 3169	9.723 Miles South of FM 3169	FY 2028-2033	\$56,500,000	New Authorization	No	Cat. 4 Rural..... \$56,500,000 TOTAL..... \$56,500,000	3
55	US 83	Widen Freeway - Zapata 0038-05-042	0.05 Miles North of Lopeno Ave	0.77 Miles South of Lopeno Ave	FY 2028-2033	\$7,840,000	New Authorization	No	Cat. 4 Rural..... \$7,840,000 TOTAL..... \$7,840,000	1
56	US 83	Widen Freeway - Zapata 0038-05-043	0.77 Miles South of Lopeno Ave	1.955 Miles North of Zapata/ Starr County	FY 2028-2033	\$41,888,000	New Authorization	No	Cat. 4 Rural..... \$41,888,000 TOTAL..... \$41,888,000	3
57	US 83	Widen Freeway - Zapata 0038-05-044	1.955 Miles North of Zapata/ Starr County	0.255 Miles North of Zapata/ Starr County	FY 2028-2033	\$14,000,000	New Authorization	No	Cat. 4 Rural..... \$14,000,000 TOTAL..... \$14,000,000	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# SAN ANGELO DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

Major initiatives in the District include continued heavy rehabilitation and safety improvements to vital Energy Sector corridors in Glasscock, Reagan and Crockett Counties. Notably, projects are underway to construct a grade separated interchange at the intersection of SH 158 and SH 137 in Glasscock

County, along with the full-depth rehabilitation of SH 137 from that location south into Reagan County.

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

## REGIONAL PLANNING RESOURCES

### ONLINE:

San Angelo TxDOT District [page](#)

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

### MPO:

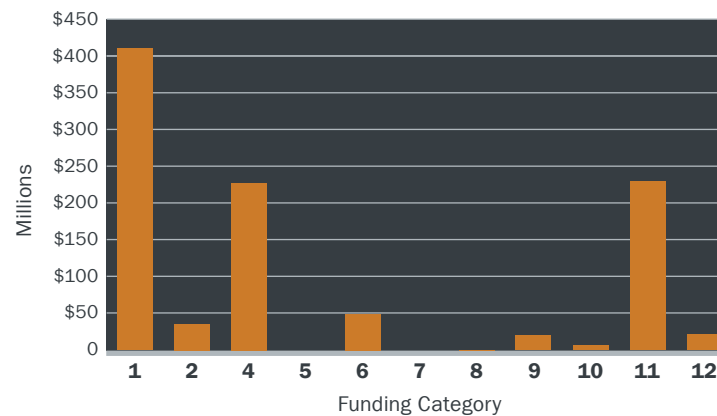
[San Angelo Metropolitan Planning Organization](#)

### CONTACT:

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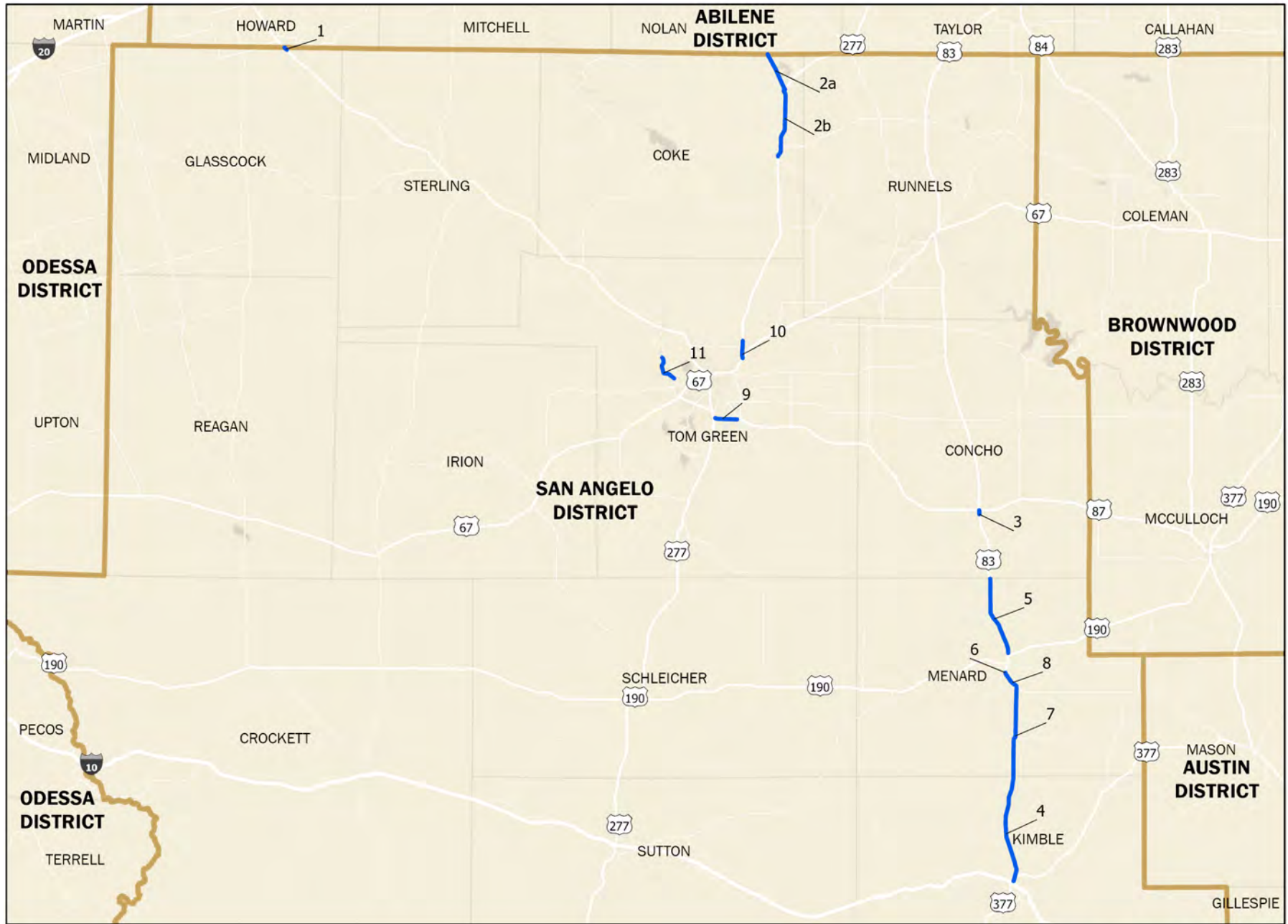
## SAN ANGELO DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# SAN ANGELO DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# SAN ANGELO DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1	US 87	Widen Non-Freeway - Big Spring (Glasscock County) 0069-02-030	Howard County Line	0.45 Miles South of Howard County Line	FY 2024-2027	\$3,584,000	Funding Adjustment	No	Cat. 4 Rural ..... \$3,584,000 TOTAL ..... \$3,584,000 Cat. 4R increased \$1M	1

## COKE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2a	SH 70	Passing Lanes (Super 2) - Bronte 0264-04-053	Nolan County Line	US 277	FY 2024-2027	\$9,816,942	New Authorization	No	Cat. 4 Rural ..... \$9,816,942 TOTAL ..... \$9,816,942	3
2b	US 277	Passing Lanes (Super 2) - Bronte 0264-04-054	SH 70	SH 158 West in Bronte	FY 2024-2027	\$15,747,456	New Authorization	No	Cat. 4 Rural ..... \$15,747,456 TOTAL ..... \$15,747,456	3

## CONCHO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 83	Widen Non-Freeway - Eden 0035-04-032	US 87	0.5 Miles South of US 87	FY 2024-2027	\$5,850,000	Funding Adjustment	No	Cat. 4 Rural ..... \$5,850,000 TOTAL ..... \$5,850,000 Cat. 4R increased \$2M	1

## KIMBLE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	US 83	Widen Non-Freeway - Kimble County 0035-07-045	Menard County Line	IH 10	FY 2028-2033	\$65,979,841	No Funding Change	No	Cat. 4 Rural ..... \$65,979,841 TOTAL ..... \$65,979,841	1

## MENARD COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	US 83	Widen Non-Freeway - Menard 0035-05-059	Concho County Line	US 190 North of Menard	FY 2024-2027	\$45,747,524	No Funding Change	No	Cat. 4 Rural ..... \$45,747,524 TOTAL ..... \$45,747,524	1
6	US 83	Widen Non-Freeway - Menard 0035-05-060	RM 2291	0.5 Miles South of RM 2291	FY 2028-2033	\$2,198,688	No Funding Change	No	Cat. 4 Rural ..... \$2,198,688 TOTAL ..... \$2,198,688	1
7	US 83	Widen Non-Freeway - Menard 0035-06-033	SH 29	Kimble County Line	FY 2028-2033	\$46,548,216	No Funding Change	No	Cat. 4 Rural ..... \$46,548,216 TOTAL ..... \$46,548,216	1
8	US 83	Widen Non-Freeway - Menard 0396-01-041	0.5 Miles South of RM 2291	SH 29	FY 2028-2033	\$7,652,289	No Funding Change	No	Cat. 4 Rural ..... \$7,652,289 TOTAL ..... \$7,652,289	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# SAN ANGELO DISTRICT **Listed Projects**

**TOM GREEN COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	US 87	Road Rehabilitation - San Angelo 0070-02-092	US 277	SL 306 And FM 1223	FY 2028-2033	\$30,800,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$600,000 Cat. 12 Strategic Priority..... \$23,200,000 Remaining funding TBD..... \$7,000,000 TOTAL..... \$30,800,000 Cat. 12 increased \$14.6M	2
10	US 277	Road Rehabilitation - San Angelo 0264-06-044	0.75 Miles North of FM 2105	US 67	FY 2024-2027	\$15,000,231	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$11,400,000 Cat. 4 Urban..... \$3,600,231 TOTAL..... \$15,000,231	1
11	FM 2288	Widen Non-Freeway - San Angelo 2141-02-016	4.3 Miles South of US 87	8.1 Miles South of US 87	FY 2028-2033	\$21,173,600	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$7,600,000 Cat. 4 Urban..... \$1,706,471 Remaining funding TBD..... \$11,867,129 TOTAL..... \$21,173,600	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# SAN ANTONIO DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

The San Antonio District determines priority projects through a collaborative effort with partner agencies to allocate funding based on identified needs. In the district's urban area, staff work closely with the Alamo Area Metropolitan Planning Organization (AAMPO) in project prioritization. AAMPO uses a data-driven methodology and a robust public involvement process in selecting projects in coordination with district, while prioritizing needs for the TxDOT network. Urban projects selected by AAMPO are funded through Category 2. The district and AAMPO also work to focus Category 4 connectivity funding and Category 5 & 7 projects on the greater San Antonio area.

Category 1 funding is the major source of project dollars in rural areas and is used to maintain, rehabilitate, and improve the roadway network. The southern rural counties in the district overlay the Eagle Ford Shale, which has become one of the most active oil fields in the country. Available funds, which include Category 11 energy sector funding as well as Category 1 funds, have been used to address the growth in truck traffic and safety and maintenance projects in this area. The utilization of the new Category 11 safety funds on larger scale Safety projects help supplement the San Antonio District's robust Safety Plan in making the roads in the San Antonio District safer for all users.

## REGIONAL PLANNING RESOURCES

### ONLINE:

San Antonio TxDOT District [page](#)

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

### MPO:

[Alamo Area Metropolitan Planning Organization](#)

### RPO:

[Alamo Area Regional Planning Organization](#)

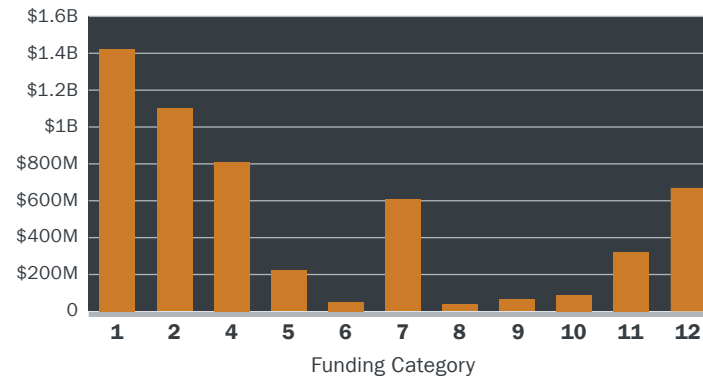
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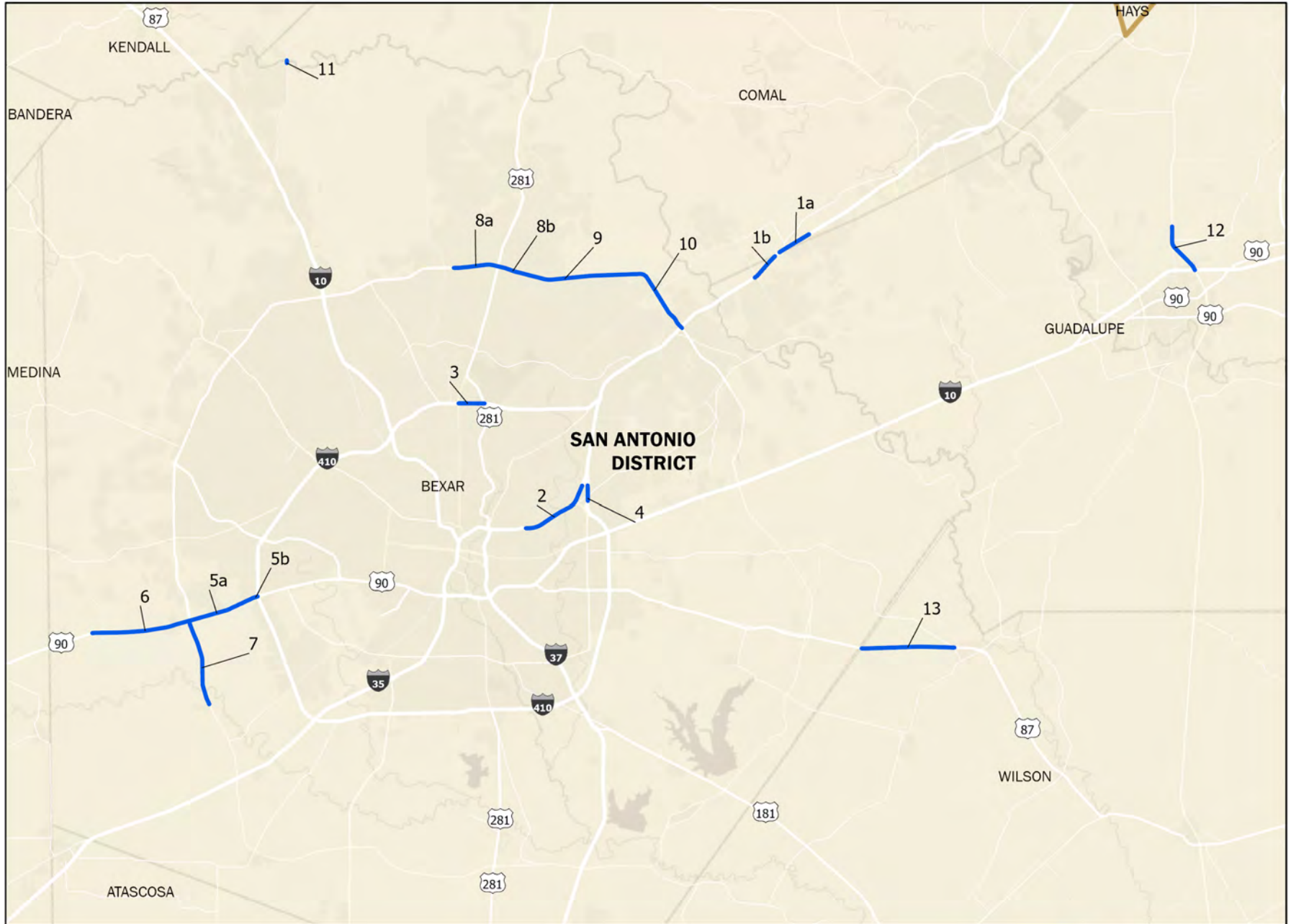
## SAN ANTONIO DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# SAN ANTONIO DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# SAN ANTONIO DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	IH 35	I-35 Northeast Expansion (NEX) North (Comal County) 0016-05-111	Guadalupe/Comal County Line	FM 1103	FY 2028-2033	\$388,621,800	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$52,948,055 Cat. 4 Urban . . . . . \$28,134,083 Cat. 12 Texas Clear Lanes . . . . . \$194,310,900 Remaining funding TBD . . . . . \$113,228,762 TOTAL . . . . . \$388,621,800 Cat. 2 increased \$45M, Cat. 12CL increased \$77M and Cat. 4U increased \$27M	1
1b	IH 35	I-35 Northeast Expansion (NEX) North (Guadalupe County) 0016-06-115	FM 3009	Guadalupe/Comal County Line	FY 2028-2033	\$140,956,200	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$22,452,958 Cat. 4 Urban . . . . . \$10,795,631 Cat. 12 Texas Clear Lanes . . . . . \$70,478,100 Remaining funding TBD . . . . . \$37,229,511 TOTAL . . . . . \$140,956,200 Cat. 2 increased \$16M and Cat. 4U increased \$9.9M	1

## BEXAR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	IH 35	I-35 Northeast Expansion (NEX) South 0017-10-292	N Walters St	IH 410 South	FY 2024-2027	\$346,385,404	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$199,686,715 Cat. 4 Urban . . . . . \$48,810,465 Cat. 6 . . . . . \$28,200,000 Cat. 12 Strategic Priority . . . . . \$69,688,224 TOTAL . . . . . \$346,385,404 Cat. 2 increased \$68M, and Cat. 4U increased \$48M	1
3	IH 410	Interchange at US 281 - San Antonio 0521-04-285	At US 281/San Pedro		FY 2024-2027	\$151,249,680	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$103,701,092 Cat. 4 Urban . . . . . \$37,548,588 Cat. 7 . . . . . \$10,000,000 TOTAL . . . . . \$151,249,680 Cat. 2 increased \$69M, and Cat. 4U increased \$37M	1
4	IH 410	I-35 Northeast Expansion (NEX) South 0521-06-155	IH 35/IH 410 S Interchange	FM 78	FY 2024-2027	\$93,243,150	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$42,371,575 Cat. 4 Urban . . . . . \$42,371,575 Cat. 6 . . . . . \$8,500,000 TOTAL . . . . . \$93,243,150 Cat. 4 added \$42M	1
5a	US 90	Upgrade to Freeway - San Antonio 0024-07-059	LP 1604	0.8 Miles West of IH 410	FY 2024-2027	\$127,119,375	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$41,243,200 Cat. 4 Urban . . . . . \$20,876,175 Cat. 12 Strategic Priority . . . . . \$65,000,000 TOTAL . . . . . \$127,119,375 Cat. 4U added \$20M	1
5b	US 90	Upgrade to Freeway - San Antonio 0024-08-138	0.8 Miles West of IH 410	IH 410	FY 2024-2027	\$19,245,600	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$2,996,800 Cat. 4 Urban . . . . . \$11,248,800 Cat. 12 Strategic Priority . . . . . \$5,000,000 TOTAL . . . . . \$19,245,600 Cat. 4U added \$11M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# SAN ANTONIO DISTRICT Listed Projects

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	US 90	Upgrade to Freeway - Bexar County 0024-07-068	SH 211	LP 1604	FY 2028-2033	\$257,496,960	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$60,838,512 Cat. 4 Urban . . . . . \$45,061,969 Cat. 12 Strategic Priority . . . . . \$108,528,000 Cat. 12 Texas Clear Lanes . . . . . \$43,068,480 TOTAL . . . . . \$257,496,961 Cat. 2 increased \$37M, Cat. 12 increased \$22M, Cat. 4U added \$45M and Cat. 12CL added \$43M	1
7	SL 1604	Widen Non-Freeway - San Antonio 2452-01-066	Macdona-Lacoste Rd	US 90 West	FY 2024-2027	\$71,586,777	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$58,146,776 Cat. 4 Urban . . . . . \$13,440,000 TOTAL . . . . . \$71,586,776 Cat. 2 increased \$31M and Cat. 4U added \$13M	1
8a	SL 1604	Widen Freeway - San Antonio 2452-02-130	2.0 Miles West of US 281	US 281	FY 2024-2027	\$55,542,631	No Funding Change	No	Cat. 4 Urban . . . . . \$55,542,631 TOTAL . . . . . \$55,542,631	1
8b	SL 1604	Widen Freeway - San Antonio 2452-03-113	US 281	Redland Road	FY 2024-2027	\$126,124,312	Funding Adjustment	No	Cat. 4 Urban . . . . . \$124,724,312 Cat. 6 . . . . . \$1,400,000 TOTAL . . . . . \$126,124,312 Cat. 4U increased \$50M	1
9	SL 1604	Widen Freeway - San Antonio 2452-03-087	Redland Rd	Judson Rd	FY 2024-2027	\$180,140,776	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$90,070,388 Cat. 4 Urban . . . . . \$90,070,388 TOTAL . . . . . \$180,140,776	1
10	SL 1604	Widen Freeway - San Antonio 2452-03-128	Judson Rd	IH 35 North	FY 2028-2033	\$166,797,566	New Authorization	No	Cat. 12 Texas Clear Lanes . . . . . \$83,398,783 Remaining funding TBD . . . . . \$83,398,783 TOTAL . . . . . \$166,797,566	1

**COMAL COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
11	FM 3351	Bridge Replacement - San Antonio 3212-05-013	At Cibolo Creek		FY 2024-2027	\$11,900,000	New Authorization	No	Cat. 7 . . . . . \$10,870,000 Cat. 12 Strategic Priority . . . . . \$1,030,000 TOTAL . . . . . \$11,900,000	3

**GUADALUPE COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
12	SH 123	Widen Non-Freeway - Seguin 0366-02-089	Cordova Ln.	IH 10	FY 2024-2027	\$31,320,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$25,760,000 Cat. 4 Urban . . . . . \$5,560,000 TOTAL . . . . . \$31,320,000 Cat. 4U added \$5.5M	1

**WILSON COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13	US 87	Widen Non-Freeway - La Vernia 0143-03-049	Bexar/Wilson County Line	FM 1346	FY 2024-2027	\$69,440,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$69,440,000 TOTAL . . . . . \$69,440,000 Cat. 4R increased \$39M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# TYLER DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

In partnership with metropolitan planning organizations, the district uses Category 2 funding for projects that support mobility in the Tyler and

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

## REGIONAL PLANNING RESOURCES

### ONLINE:

Tyler TxDOT District [page](#)

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

### MPOs:

[Tyler Area Metropolitan Planning Organization](#)

[Longview Metropolitan Planning Organization](#)

### CONTACT:

[jeffrey.williford@txdot.gov](mailto:jeffrey.williford@txdot.gov)

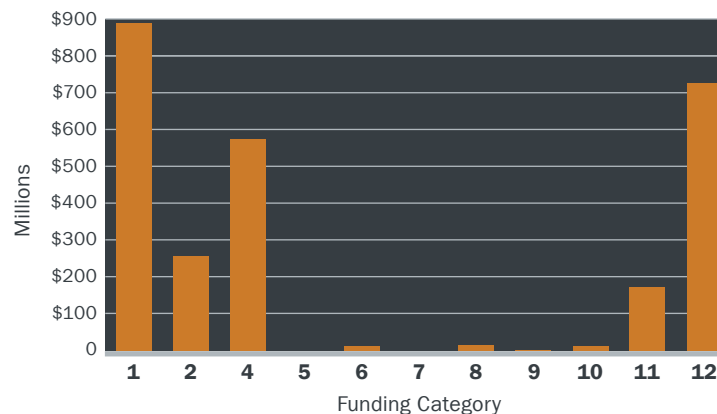
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(903) 510-9100

[@TxDOTTYLER](#)

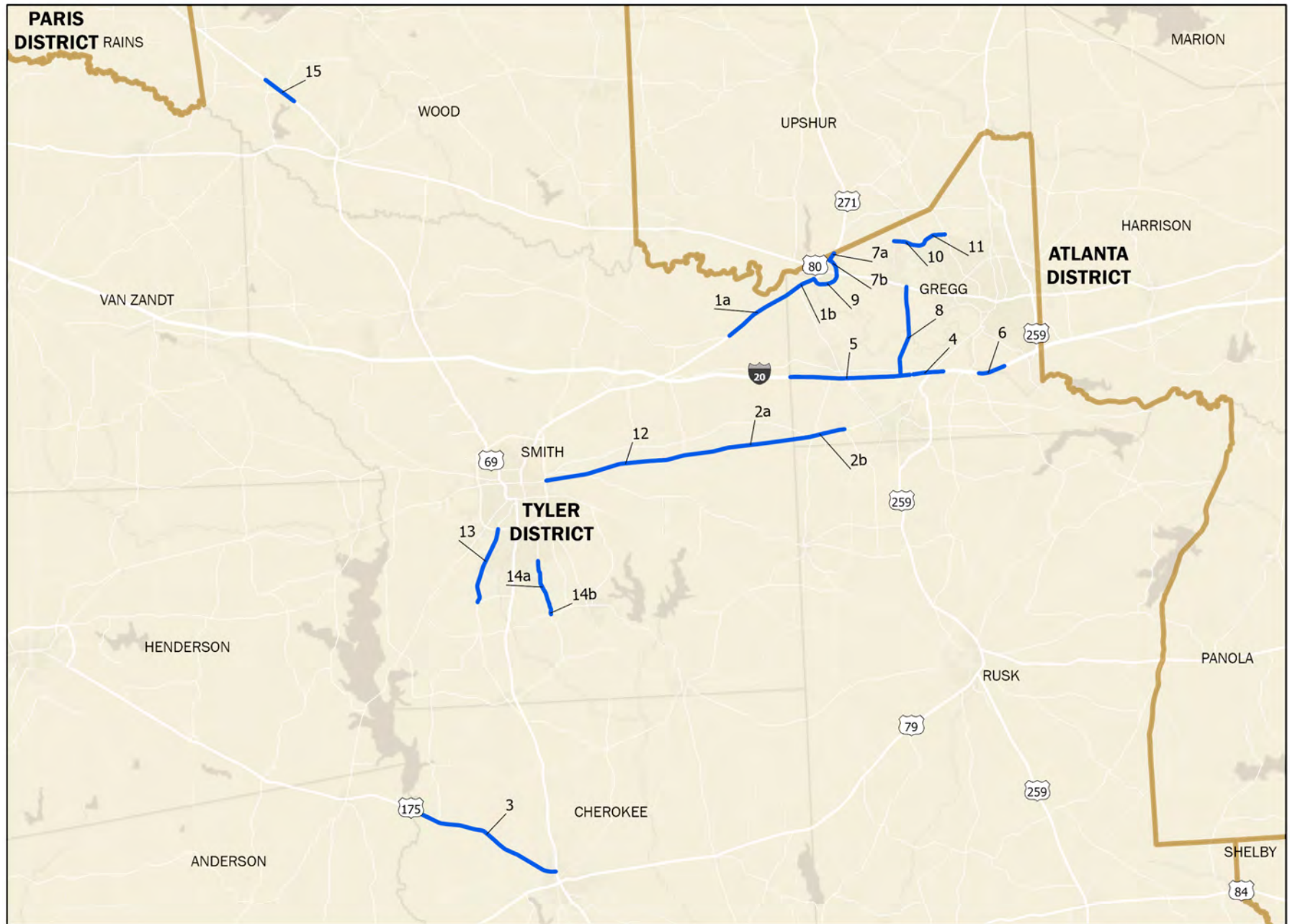
## TYLER DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# TYLER DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# TYLER DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 271	Widen Non-Freeway - Gladewater (Smith County) 0165-02-061	Smith County Line, SW	FM 16	FY 2024-2027	\$52,114,400	Funding Adjustment	No	Cat. 4 Rural . . . . . \$52,114,400 TOTAL . . . . . \$52,114,400 Cat. 4R increased \$20M	1
1b	US 271	Widen Non-Freeway - Gladewater (Gregg County) 0165-03-036	SL 485 in Gladewater, SW	Smith County Line	FY 2024-2027	\$40,560,000	Funding Adjustment	No	Cat. 4 Urban . . . . . \$40,560,000 TOTAL . . . . . \$40,560,000 Cat. 4U increased \$17M	1
2a	SH 31	Widen Non-Freeway - West of Kilgore (Smith County) 0424-01-057	CR236,MPO Bndry,1.6 Miles East of FM757,E	0.9 Miles West of FM 2767 (Gregg County Line)	FY 2028-2033	\$60,090,215	Funding Adjustment	No	Cat. 4 Rural . . . . . \$60,090,215 TOTAL . . . . . \$60,090,215 Cat. 4R increased \$27M	1
2b	SH 31	Widen Non-Freeway - West of Kilgore (Gregg County) 0424-02-045	0.9 Miles West of FM 2767 (Smith County Line), East	FM 1639 (Begin 4-LN)	FY 2028-2033	\$40,929,570	Funding Adjustment	No	Cat. 4 Rural . . . . . \$40,929,570 TOTAL . . . . . \$40,929,570 Cat. 4R increased \$17M	1

## CHEROKEE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 175	Widen Non-Freeway - Jacksonville 0198-04-029	0.5 Miles East of Anderson County Line (CR3509),SE	FM 347, in Jacksonville	FY 2024-2027	\$194,000,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$194,000,000 TOTAL . . . . . \$194,000,000 Cat. 4R increased \$75M	1

## GREGG COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	IH 20	Interchange at SH 31 - Kilgore 0495-07-074	0.7 Miles West of US259 (MM 588), East	1.3 Miles East of SH31 (MM 590)	FY 2024-2027	\$268,320,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$41,418,222 Cat. 4 Urban . . . . . \$101,901,778 Cat. 12 Strategic Priority . . . . . \$125,000,000 TOTAL . . . . . \$268,320,000 Cat. 2 increased \$32M and Cat. 4U increased \$85M	1
5	IH 20	Widen Freeway - Tyler 0495-07-077	Smith County Line, East	SH 31	FY 2028-2033	\$408,353,524	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$308,353,524 Remaining funding TBD . . . . . \$100,000,000 TOTAL . . . . . \$408,353,524	1
6	IH 20	Bridge Replacement - Gregg County 0495-07-081	0.95 Miles East of FM 2087	1.54 Miles West of Estes Parkway	FY 2024-2027	\$14,560,000	New Authorization	No	Cat. 4 Urban . . . . . \$8,560,000 Cat. 6 . . . . . \$6,000,000 TOTAL . . . . . \$14,560,000	1
7a	US 271	Widen Non-Freeway - Gladewater 0248-06-017	Upshur County Line, 0.1 Miles North of FM 2275, South	SL 485 in Gladewater	FY 2024-2027	\$10,098,000	Funding Adjustment	No	Cat. 4 Urban . . . . . \$10,098,000 TOTAL . . . . . \$10,098,000 Cat. 4U increased \$5M	2
7b	SL 485	Widen Non-Freeway - Gladewater 3290-02-009	US 80 in E Gladewater, Northerly	US 271 in North Gladewater	FY 2024-2027	\$11,577,600	Funding Adjustment	No	Cat. 4 Urban . . . . . \$11,577,600 TOTAL . . . . . \$11,577,600 Cat. 4U increased \$6M	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# TYLER DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
8	SH 42	Widen Non-Freeway - Kilgore (North) 0545-04-048	US 80 in White Oak, South	IH 20 in Kilgore	FY 2028-2033	\$130,368,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$22,000,000 Cat. 6 . . . . . \$2,500,000 Cat. 11 Energy Sector . . . . . \$8,000,000 Cat. 12 Strategic Priority . . . . . \$97,868,000 TOTAL . . . . . \$130,368,000 Cat. 12 increased \$73M	1
9	SL 485	Widen Non-Freeway - Gladewater 3290-02-008	US 271, in S Gladewater, Northerly	US 80 in East Gladewater	FY 2024-2027	\$32,760,000	Funding Adjustment	No	Cat. 4 Urban . . . . . \$32,760,000 TOTAL . . . . . \$32,760,000 Cat. 4U increased \$16M	2
10	FM 2275	Widen Non-Freeway - Longview 2158-01-019	FM 3272 in White Oak, East	FM 1845 (Pine Tree Rd) in Longview	FY 2024-2027	\$21,488,480	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$16,258,480 Cat. 4 Urban . . . . . \$5,230,000 TOTAL . . . . . \$21,488,480 Cat. 2 increased \$7.9M	1
11	FM 2275	Widen Non-Freeway - Longview 2158-01-020	FM 1845 (Pine Tree Rd), East	SH 300 in Longview	FY 2024-2027	\$36,400,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$36,400,000 TOTAL . . . . . \$36,400,000 Cat. 2 increased \$22M	1

**SMITH COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
12	SH 31	Widen Non-Freeway - Tyler 0424-01-054	SL 323, in Tyler, East	CR 236, MPO Bndry, 1.6 Miles East of FM 757	FY 2028-2033	\$110,578,105	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$82,478,105 Remaining funding TBD . . . . . \$28,100,000 TOTAL . . . . . \$110,578,105	1
13	FM 2493	Widen Non-Freeway - Tyler 0191-03-084	SL 323 in Tyler, South	FM 2813	FY 2024-2027	\$189,850,302	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$76,790,055 Cat. 12 Strategic Priority . . . . . \$113,060,247 TOTAL . . . . . \$189,850,302 Cat. 2 increased \$50M and Cat. 12 increased \$56.9M	2
14a	FM 756	Widen Non-Freeway - Tyler 0492-04-034	Jeff Davis Dr (CR 1167), South	FM 346	FY 2024-2027	\$52,073,580	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$52,073,580 TOTAL . . . . . \$52,073,580 Cat. 2 increased \$28M	1
14b	FM 756	Interchange at FM 756 - Whitehouse 0492-04-041	At FM 346		FY 2024-2027	\$34,853,031	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$34,853,031 TOTAL . . . . . \$34,853,031 Cat. 2 increased \$14M	1

**WOOD COUNTY**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
15	US 69	Interchange at US 69 - Alba 0203-05-039	0.96 Miles North of FM 779, SE	1.03 Miles South of FM 779	FY 2024-2027	\$61,936,000	New Authorization	No	Cat. 4 Rural . . . . . \$35,736,000 Cat. 11 District Safety . . . . . \$26,200,000 TOTAL . . . . . \$61,936,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# WACO DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

The district also works with local partners, which include the Waco Metropolitan Planning Organization, the Killeen-Temple Metropolitan Planning Organization, and area cities, to leverage Category 7, Category 8, 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.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Waco TxDOT District [page](#)

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

### MPOs:

[Waco Metropolitan Planning Organization](#)

[Killeen-Temple Metropolitan Planning Organization](#)

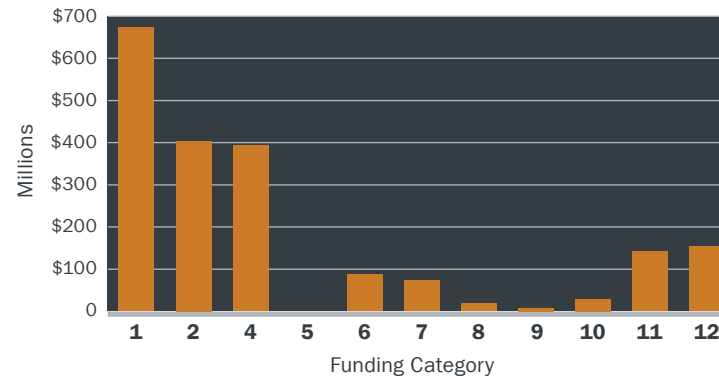
### CONTACT:

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(254) 867-2700

[@TXDOTWACO](#)

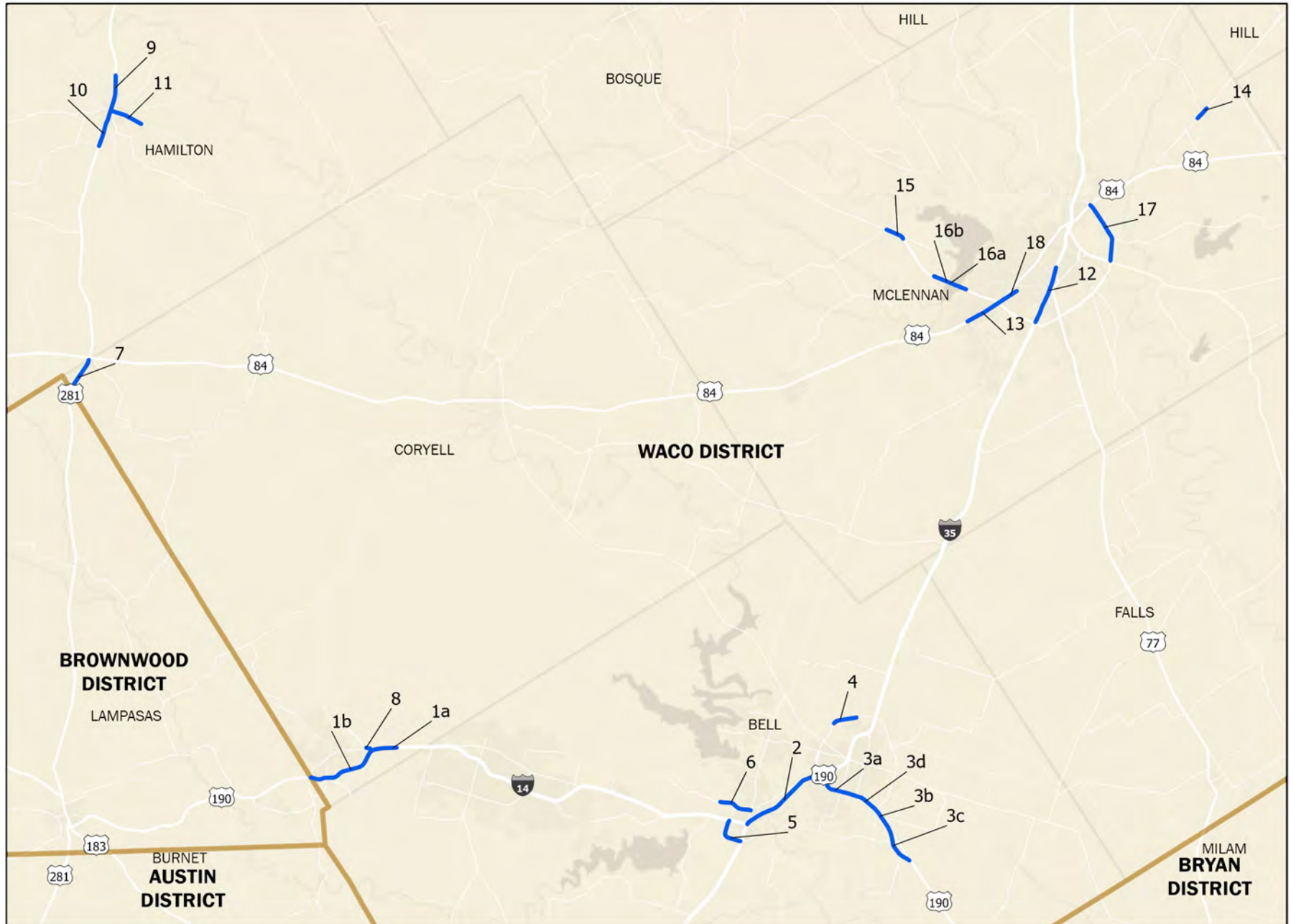
## WACO DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# WACO DISTRICT Listed Projects



— UTP Listed Projects 2024

# WACO DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	IH 14	Widen Freeway - Copperas Cove (Coryell County) 0231-02-067	US 190	0.15 Miles East of Clark Rd	FY 2024-2027	\$11,124,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$11,124,000 TOTAL . . . . . \$11,124,000 Cat. 2 increased \$4.4M	1
1b	US 190	Widen Freeway - Copperas Cove (Coryell County) 0231-19-003	Coryell County Line	US 190 West of Clark Rd	FY 2024-2027	\$93,096,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$40,362,000 Cat. 4 Urban . . . . . \$52,734,000 TOTAL . . . . . \$93,096,000 Cat. 2 increased \$16M and Cat. 4U increased \$15M	1

## BELL COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	IH 35	Widen Freeway - Waco 0015-14-109	US 190 in Belton	S LP 363 in Temple	FY 2028-2033	\$476,280,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$59,000,000 Cat. 4 Urban . . . . . \$42,560,000 Remaining funding TBD . . . . . \$374,720,000 TOTAL . . . . . \$476,280,000	1
3a	US 190	Upgrade to Freeway - Temple 0184-04-051	IH 35	SP 290	FY 2028-2033	\$78,400,000	No Funding Change	No	Cat. 4 Urban . . . . . \$11,200,000 Remaining funding TBD . . . . . \$67,200,000 TOTAL . . . . . \$78,400,000	2
3b	US 190	Upgrade to Freeway - Temple 0185-01-040	SL 363	0.3 Miles North of N190J	FY 2028-2033	\$44,800,000	No Funding Change	No	Cat. 4 Urban . . . . . \$10,304,000 Remaining funding TBD . . . . . \$34,496,000 TOTAL . . . . . \$44,800,000	1
3c	US 190	Upgrade to Freeway - Temple 0185-05-001	0.3 Miles North of N190J	FM 436	FY 2028-2033	\$50,400,000	No Funding Change	No	Cat. 4 Urban . . . . . \$8,176,000 Remaining funding TBD . . . . . \$42,224,000 TOTAL . . . . . \$50,400,000	2
3d	US 190	Upgrade to Freeway - Temple 0320-01-075	SP 290	SL 363	FY 2028-2033	\$106,400,000	No Funding Change	No	Cat. 4 Urban . . . . . \$12,880,000 Remaining funding TBD . . . . . \$93,520,000 TOTAL . . . . . \$106,400,000	2
4	SL 363	Widen Non-Freeway - Temple 0320-06-008	Industrial Blvd	Lucius McCelvey	FY 2024-2027	\$86,240,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$84,000,000 Cat. 4 Urban . . . . . \$2,240,000 TOTAL . . . . . \$86,240,000 Cat. 2 increased \$33M and Cat. 4U added \$2.2M	3
5	SL 121	Widen Non-Freeway - Belton 2502-01-024	IH 14	IH 35	FY 2028-2033	\$32,480,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$32,480,000 TOTAL . . . . . \$32,480,000 Cat. 2 increased \$5.6M	3
6	FM 93	Widen Non-Freeway - Belton 1835-01-026	Wheat Road	SH 317	FY 2028-2033	\$16,800,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor . . . . . \$16,799,999 TOTAL . . . . . \$16,799,999	2

## CORYELL COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	US 281	Widen Non-Freeway - Evant 0251-03-022	Hamilton County Line	Lampassas County Line	FY 2028-2033	\$8,960,000	New Authorization	No	Cat. 4 Rural . . . . . \$8,960,000 TOTAL . . . . . \$8,960,000	1
8	SH 9	Interchange at BU 190 - Copperas Cove 3623-01-008	SH 9	BU 190	FY 2024-2027	\$2,038,400	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$2,038,400 TOTAL . . . . . \$2,038,400 Cat. 2 increased \$78K	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# WACO DISTRICT **Listed Projects**

## HAMILTON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	US 281	Hamilton Relief Route 0251-01-064	CR 102	SH 36	FY 2028-2033	\$61,600,000	No Funding Change	No	Cat. 4 Rural..... \$61,600,000 TOTAL..... \$61,600,000	1
10	US 281	Hamilton Relief Route 0251-02-050	SH 36	FM 3302	FY 2028-2033	\$50,400,000	No Funding Change	No	Cat. 4 Rural..... \$50,400,000 TOTAL..... \$50,400,000	1
11	SH 36	New Location Freeway - Hamilton 0183-03-054	US 281	1 mile East of 22	FY 2028-2033	\$25,000,000	New Authorization	No	Cat. 12 Strategic Priority..... \$25,000,000 TOTAL..... \$25,000,000	2

## MCLENNAN COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
12	IH 35	Widen Freeway - Waco 0015-01-246	S LP 340	12th Street	FY 2024-2027	\$262,500,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$64,050,000 Cat. 4 Urban..... \$67,200,000 Cat. 12 Strategic Priority..... \$131,250,000 TOTAL..... \$262,500,000 Cat. 12 added \$131M	1
13	US 84	Interchange (New or Reconstructed) - Waco 0055-08-121	FM 1695	SS 298	FY 2028-2033	\$223,283,200	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$25,300,000 Cat. 4 Urban..... \$15,600,000 Remaining funding TBD..... \$182,383,200 TOTAL..... \$223,283,200	1
14	SH 31	SH 31 Phase II - Waco 0162-01-100	0.5 Miles South of FM 2311	0.5 Miles North of FM 2311	FY 2024-2027	\$11,200,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$5,600,000 Cat. 4 Urban..... \$5,600,000 TOTAL..... \$11,200,000	1
15	SH 6	Widen Non-Freeway - Waco 0258-08-035	FM 185	Mclaughlin Rd (Spur 412)	FY 2024-2027	\$5,040,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$5,040,000 TOTAL..... \$5,040,000 Cat. 2 increased \$2M	1
16a	SH 6	Bridge Replacement - Waco 0258-09-147	At Lake Waco		FY 2024-2027	\$29,328,000	New Authorization	No	Cat. 1..... \$12,328,000 Cat. 4 Urban..... \$2,000,000 Cat. 6..... \$15,000,000 TOTAL..... \$29,328,000	2
16b	SH 6	Bridge Replacement - Waco 0258-09-148	At Lake Waco		FY 2024-2027	\$29,328,000	New Authorization	No	Cat. 1..... \$12,328,000 Cat. 4 Urban..... \$2,000,000 Cat. 6..... \$15,000,000 TOTAL..... \$29,328,000	2
17	SL 340	Widen Non-Freeway - Bellmead 2362-01-034	US 84	LP 484	FY 2028-2033	\$81,951,472	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$51,915,131 Remaining funding TBD..... \$30,036,341 TOTAL..... \$81,951,472 Cat. 2 increased \$25M	1
18	SS 298	Widen Non-Freeway - Waco 0055-08-120	US 84	SL 396	FY 2024-2027	\$36,400,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$36,399,999 TOTAL..... \$36,399,999	2

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# WICHITA FALLS DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

Like other rural districts, the district also has ongoing maintenance needs and regularly receives Category 1 funding to address those needs. The district is also host to steady traffic from the energy industry due to drilling in North Texas' Barnett Shale and the development of wind farms, so the district relies upon additional Category 11 Energy sector funds to keep these roads safe.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Wichita Falls TxDOT District [page](#)

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

### MPO:

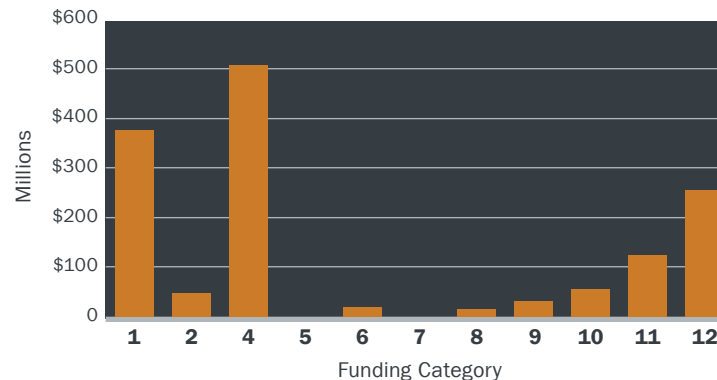
[Wichita Falls Metropolitan Planning Organization](#)

### CONTACT:

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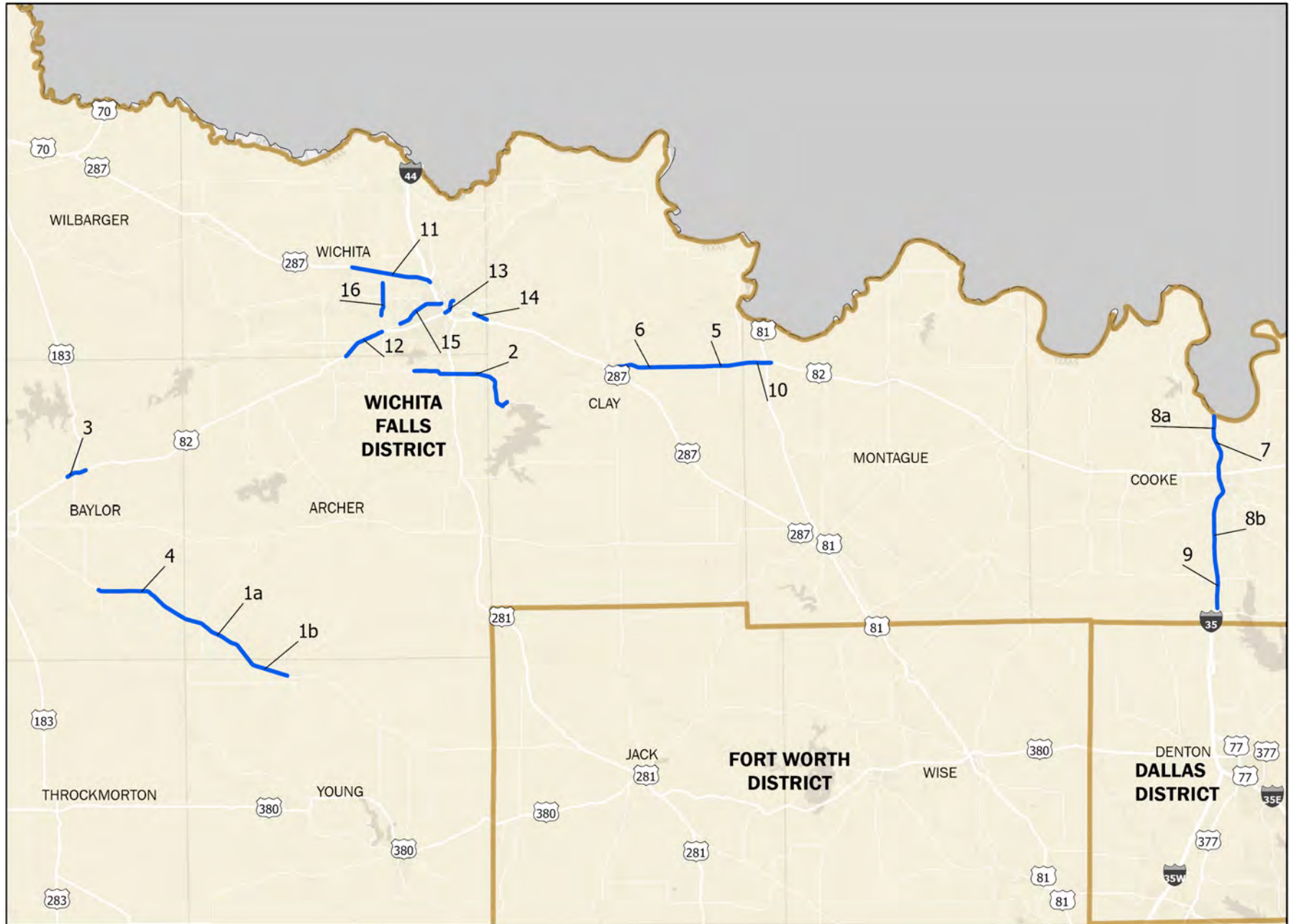
## WICHITA FALLS DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# WICHITA FALLS DISTRICT Listed Projects



— UTP Listed Projects 2024

# WICHITA FALLS DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	SH 114	Passing Lanes (Super 2) - Wichita Falls (Archer County) 0133-07-030	Baylor County Line	Young County Line	FY 2028-2033	\$11,200,000	New Authorization	No	Cat. 4 Rural..... \$11,200,000 TOTAL..... \$11,200,000	1
1b	SH 114	Passing Lanes (Super 2) - Wichita Falls (Young County) 0133-08-037	Archer County Line	Near West Limits of Olney	FY 2028-2033	\$6,720,000	New Authorization	No	Cat. 4 Rural..... \$6,720,000 TOTAL..... \$6,720,000	3

## ARCHER COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	FM 1954	Overlay - Archer County 1837-01-016	FM 2606	SH 79	FY 2024-2027	\$2,080,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$2,080,000 TOTAL..... \$2,080,000	3

## BAYLOR COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 82	Interchange (New or Reconstructed) - Wichita Falls 0156-06-063	1 mile West of FM 1790	1 mile East of FM 1790	FY 2028-2033	\$18,816,000	New Authorization	No	Cat. 4 Rural..... \$18,816,000 TOTAL..... \$18,816,000	1
4	SH 114	Passing Lanes (Super 2) - Wichita Falls 0133-06-032	Near FM 1285	Archer County Line	FY 2028-2033	\$13,832,000	New Authorization	No	Cat. 4 Rural..... \$13,832,000 TOTAL..... \$13,832,000	1

## CLAY COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	US 82	Widen Non-Freeway - Wichita Falls 0044-03-039	Near Bryant Edwards Road	Montague County Line	FY 2028-2033	\$32,984,000	New Authorization	No	Cat. 4 Rural..... \$32,984,000 TOTAL..... \$32,984,000	1
6	US 82	Widen Non-Freeway - Wichita Falls 0044-03-051	FM 1197/Bridge Street	Near Bryant Edwards Road	FY 2028-2033	\$38,080,000	New Authorization	No	Cat. 4 Rural..... \$38,080,000 TOTAL..... \$38,080,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# WICHITA FALLS DISTRICT **Listed Projects**

## COOKE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	IH 35	Widen Freeway - Gainesville (North) 0194-02-092	0.2 Miles South of US 82	Red River Bridge	FY 2024-2027	\$293,430,197	No Funding Change	No	Cat. 4 Rural . . . . . \$232,120,000 Cat. 10 . . . . . \$23,870,197 Cat. 12 Strategic Priority . . . . . \$37,439,999 TOTAL . . . . . \$293,430,196	1
8a	IH 35	Red River Bridge - Wichita Falls 0194-02-081	Red River Bridge	0.2 Miles South of US 82	FY 2028-2033	\$29,120,000	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$29,120,000 TOTAL . . . . . \$29,120,000	1
8b	IH 35	New Road Construction - Wichita Falls 0195-01-087	0.7 Miles North of FM 3002	0.2 Miles South of US 82	FY 2028-2033	\$58,240,000	New Authorization	No	Cat. 12 Strategic Priority . . . . . \$58,240,000 TOTAL . . . . . \$58,240,000	1
9	IH 35	Widen Freeway - Valley View 0195-01-111	0.7 Miles North of FM 3002	1.4 Miles South of Spring Creek	FY 2024-2027	\$222,006,398	No Funding Change	No	Cat. 4 Rural . . . . . \$89,000,000 Cat. 12 Strategic Priority . . . . . \$133,006,399 TOTAL . . . . . \$222,006,399	1

## MONTAGUE COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
10	US 82	Widen Non-Freeway - Ringgold 0044-04-048	Clay County Line	Approx 0.5 Miles East of US 81 (Ringgold)	FY 2024-2027	\$32,449,000	Funding Adjustment	No	Cat. 4 Rural . . . . . \$32,449,000 TOTAL . . . . . \$32,449,000 Cat. 4U increased \$6M	1

## WICHITA COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
11	US 287	Overlay - Wichita County 0043-09-146	Bell Road	IH 44	FY 2024-2027	\$6,500,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$6,500,000 TOTAL . . . . . \$6,500,000	1
12	US 82	Widen Non-Freeway - Wichita Falls 0156-04-114	Archer County Line	FM 369	FY 2028-2033	\$24,080,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor . . . . . \$24,080,000 TOTAL . . . . . \$24,080,000 Cat. 2 increased \$5.8M	1
13	SS 447	Overlay - Wichita Falls 0156-12-020	Homes Avenue	US 82	FY 2024-2027	\$3,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$3,000,000 TOTAL . . . . . \$3,000,000	1
14	BU 287J	Overlay - Wichita Falls 0044-11-004	SH 79	Clay County Line	FY 2024-2027	\$1,255,280	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$1,255,280 TOTAL . . . . . \$1,255,280	2
15	BU 277A	Overlay - Wichita Falls 0156-14-029	Near FM 1634	IH 44	FY 2024-2027	\$5,720,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$5,720,000 TOTAL . . . . . \$5,720,000	2
16	FM 369	Overlay - Pleasant Valley 0802-02-078	BU 287J	Wichita River	FY 2024-2027	\$2,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor . . . . . \$2,000,000 TOTAL . . . . . \$2,000,000	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



# YOAKUM DISTRICT

2024 UTP



## DISTRICT HIGHLIGHTS AND PRIORITIES

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

Because of the district's central location between the urban areas of South Texas, it also depends on statewide connectivity funding from Category 4. This includes funding for the I-10 corridor, connecting San Antonio and Austin to Houston through the district. It also provides funding for the future I-69 corridor, connecting the Mexico Border to Houston.

## REGIONAL PLANNING RESOURCES

### ONLINE:

Yoakum TxDOT District [page](#)

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

### MPO:

[Victoria Metropolitan Planning Organization](#)

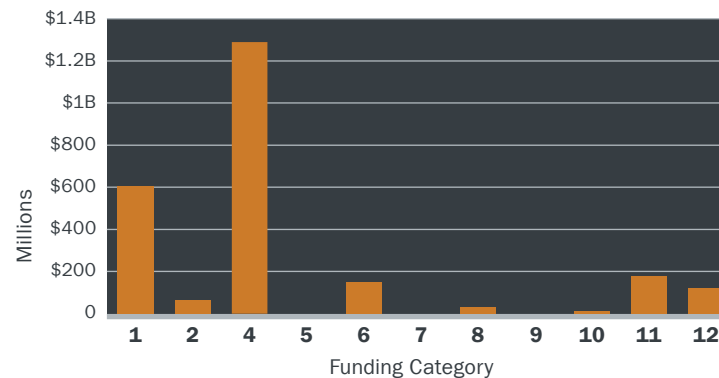
### CONTACT:

[laurie.jaeger@txdot.gov](mailto:laurie.jaeger@txdot.gov)

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

[@TXDOTYOAKUM](#)

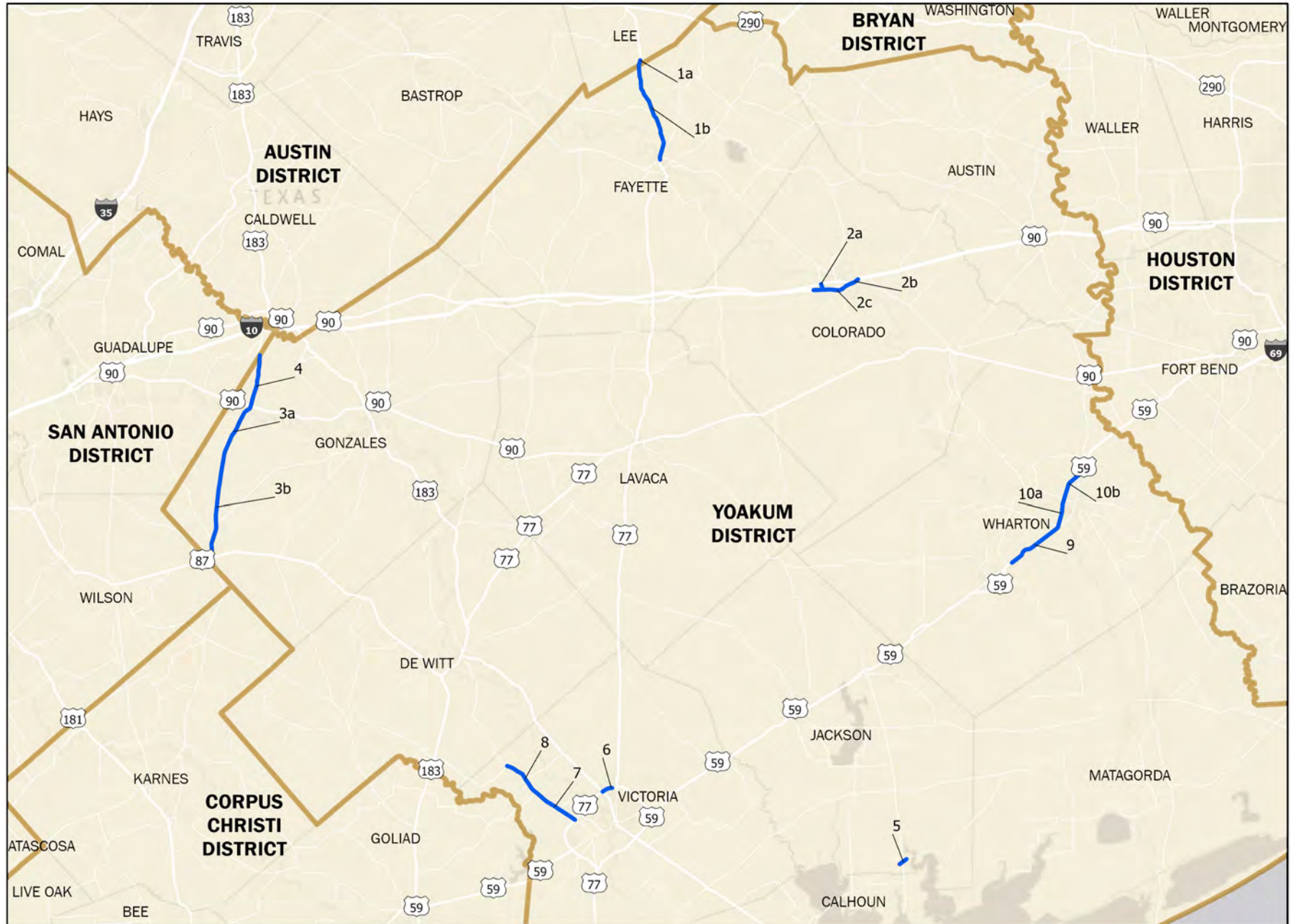
## YOAKUM DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



### TXDOT FUNDING CATEGORIES:

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

# YOAKUM DISTRICT **Listed Projects**



— UTP Listed Projects 2024

# YOAKUM DISTRICT **Listed Projects**

## MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 77	Widen Non-Freeway - Lee County (Lee County) 0211-05-022	0.56 Miles North of CR 156	Lee County Line	FY 2024-2027	\$4,807,692	New Authorization	No	Cat. 4 Rural..... \$4,807,692 TOTAL..... \$4,807,692	1
1b	US 77	Widen Non-Freeway - La Grange (Fayette County) 0211-06-059	Lee County Line	SH 71	FY 2024-2027	\$116,780,410	Funding Adjustment	No	Cat. 4 Rural..... \$116,780,410 TOTAL..... \$116,780,410 Cat. 4R increased \$38M	1

## COLORADO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2a	SH 71	One-Way Frontage Roads - Columbus 0266-02-068	US 90	IH-10 (West Bound Frontage Road)	FY 2024-2027	\$46,545,875	New Authorization	No	Cat. 4 Rural..... \$46,545,875 TOTAL..... \$46,545,875	1
2b	IH 10	Widen Freeway - Columbus 0271-01-083	Colorado River Bridge	US 90 (Alleyton Rd South)	FY 2024-2027	\$177,888,070	Funding Adjustment	No	Cat. 4 Rural..... \$177,888,070 TOTAL..... \$177,888,070 Cat. 4R increased \$157M	1
2c	IH 10	Widen Freeway - Columbus 0535-08-072	FM 2434	Colorado River Bridge	FY 2024-2027	\$285,149,976	Funding Adjustment	No	Cat. 4 Rural..... \$285,149,976 TOTAL..... \$285,149,976 Cat. 4R increased \$193M	1

## GONZALES COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3a	SH 80	Super-2 Highway - Gonzales County 0287-03-034	UA 90	1.23 Miles North of FM 1682	FY 2024-2027	\$20,419,889	New Authorization	No	Cat. 4 Rural..... \$20,419,889 TOTAL..... \$20,419,889	1
3b	SH 80	Super-2 Highway - Gonzales County 0287-04-038	1.23 Miles North of FM 1682	FM 1681	FY 2024-2027	\$31,229,156	New Authorization	No	Cat. 4 Rural..... \$31,229,159 TOTAL..... \$31,229,159	1
4	SH 80	Super-2 Highway - Gonzales County 0287-03-036	Guadalupe County Line	US 90A	FY 2024-2027	\$26,769,745	New Authorization	No	Cat. 4 Rural..... \$18,437,707 Cat. 11 Energy Sector..... \$8,332,038 TOTAL..... \$26,769,745	1

## JACKSON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
5	SH 35	Interchange at FM 172 - Jackson County 0179-09-034	At SH 172		FY 2024-2027	\$21,111,580	Funding Adjustment	No	Cat. 4 Rural..... \$21,111,580 TOTAL..... \$21,111,580 Cat. 4R increased \$7.6M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

# YOAKUM DISTRICT **Listed Projects**

## VICTORIA COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	US 77	Freeway Operational Improvements - Victoria 2350-01-073	US 87	Mallette St	FY 2024-2027	\$4,897,620	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$4,897,620 TOTAL..... \$4,897,620	1
7	FM 236	Widen Non-Freeway - Victoria 0842-03-037	US 77	FM 622	FY 2024-2027	\$25,017,272	No Funding Change	No	Cat. 2 Metro/Urban Corridor.....\$25,017,272 TOTAL.....\$25,017,272	2
8	FM 236	Widen Non-Freeway - Victoria 0842-03-042	FM 622	FM 237	FY 2024-2027	\$20,337,444	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$20,337,444 TOTAL..... \$20,337,444	1

## WHARTON COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	US 59	Upgrade to Freeway - El Campo 0089-07-145	FM 961	BU 59 North of El Campo	FY 2024-2027	\$437,573,413	New Authorization	No	Cat. 4 Rural.....\$313,264,439 Cat. 12 Strategic Priority..... \$124,308,974 TOTAL..... \$437,573,413	1
10a	US 59	Upgrade to Freeway - Wharton 0089-07-154	0.26 Miles North of FM 102	1 Miles South of FM 961	FY 2024-2027	\$218,035,702	Funding Adjustment	No	Cat. 4 Rural..... \$218,035,702 TOTAL..... \$218,035,702 Cat. 4R increased \$64M	1
10b	US 59	Upgrade to Freeway - Wharton 0089-08-100	SH 60	0.26 Miles North of FM 102	FY 2024-2027	\$121,372,478	Funding Adjustment	No	Cat. 4 Rural..... \$121,372,478 TOTAL..... \$121,372,478 Cat. 4R increased \$23M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).



Commuters board a Metro train in Houston

## Mission of the Public Transportation Program

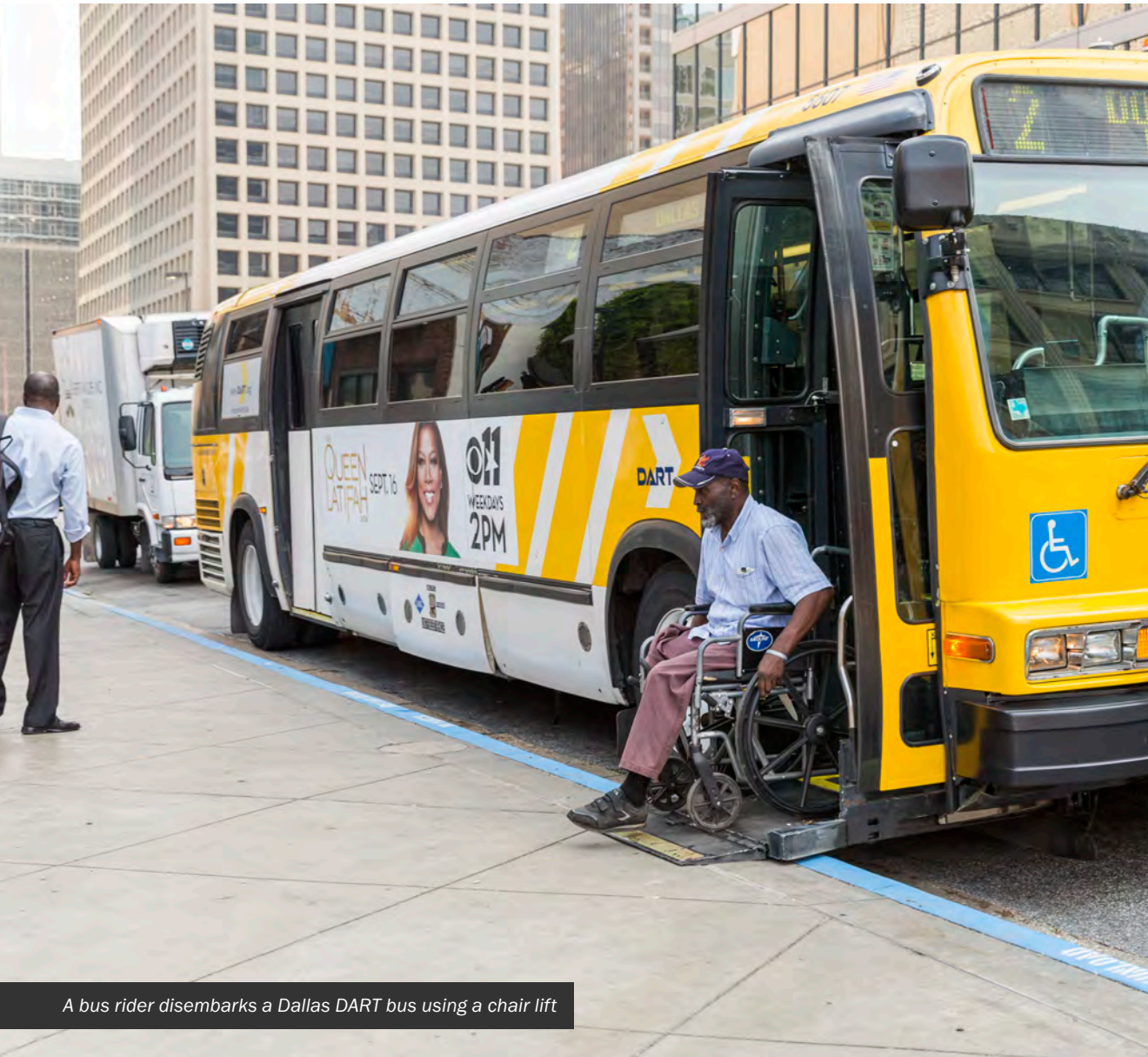
Transit service in Texas is as diverse as the state itself. It includes light rail, fixed-route city bus service, rural demand-response service, special transit service for seniors and individuals with disabilities, intercity bus service, and commuter rail systems. Useful and effective public transportation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

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

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

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

# PROGRAMS AND FUNDING



A bus rider disembarks a Dallas DART bus using a chair lift

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

## State Funding

The Texas Legislature appropriates state funds biennially, which PTN distributes to public transportation providers on a reimbursement basis. TxDOT awards these funds by formula to rural and urban transit districts, as well as other eligible entities. TxDOT utilizes several sources of revenue to support state funding, including the State Highway Fund and the Texas Mobility Fund.



**TxDOT expects to allocate \$45.2 million in state funds in FY 2024–25 to public transportation across the state.**

## Federal Funding

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

### SECTION 5303 AND 5304 PLANNING PROGRAMS

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

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

### SECTION 5307 URBANIZED FORMULA PROGRAM

This program allocates funds for operations, maintenance, planning, and capital expenses for transit in urbanized areas. UTP listings are limited to areas where TxDOT has a role in authorizing the level of federal support or awarding state funds. Currently there are thirty-two Urban Transit Districts that receive federal awards through TxDOT.



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

### **SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM**

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

### **SECTION 5311 RURAL**

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

### **INTERCITY BUS**

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

### **RURAL TRANSIT ASSISTANCE PROGRAM**

Another element of the Section 5311 program is the Rural Transit Assistance Program. This program provides technical training services and materials on a variety of transit-related subjects, including driver education, operations and maintenance, and management training.

### **SECTION 5339 BUS AND BUS FACILITIES**

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

### **RURAL TRANSIT ASSET REPLACEMENT AND MODERNIZATION PROGRAM**

TxDOT routinely pursues a combination of federal discretionary program funding, Transportation Development Credits, and state program matching funds for the purpose of maintaining rural program fleet and facility assets in good condition. The program currently includes construction of four transit facilities, with the potential for more in the near future, and replacement of up to 239 fleet vehicles that are projected to be beyond their useful life by 2025, as well as implementation of an electric vehicle pilot program. Anticipated funding for the project is summarized below.

### **TRANSPORTATION DEVELOPMENT CREDITS (TDCS)**

The Commission authorizes PTN to use up to 20 million TDCs to help provide the required non-federal match for FTA programs. These TDCs may be combined with FTA funds and awarded to eligible public transportation providers, or awarded on their own to eligible recipients that receive federal funds directly from FTA.

### **BICYCLE AND PEDESTRIAN INFRASTRUCTURE**

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

In addition, PTN administers TxDOT's Transportation Alternatives Set-Aside (TA) Program. The TA Program provides opportunities to expand transportation choices and enhance alternative transportation infrastructure through locally driven 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 infrastructure supporting safer routes to schools. The Commission allows TDCs to be used on TA projects that meet certain economic criteria.



# FREQUENTLY ASKED QUESTIONS



## Public Transportation

### WHO OPERATES PUBLIC TRANSPORTATION SYSTEMS IN TEXAS?

Texas public transportation services are provided primarily by three types of entities: rural transit districts, urban transit districts, and metropolitan transit authorities (MTAs). There are currently 36 rural transit districts, 32 urban transit districts, and 8 MTAs. In addition, a total of 24 stand-alone public and private entities offer service specifically for seniors and those with disabilities throughout the state. Over 175 million public transportation trips were made possible by these operators in Texas in FY 2022.

### DOES TxDOT PLAN AND BUILD PUBLIC TRANSPORTATION SYSTEMS?

TxDOT does not directly plan or build public transportation systems, such as bus and light rail. TxDOT is responsible for overseeing grant allocations to rural and urban transit districts, while MTAs receive their grants directly from the federal government. All rural, urban, and metropolitan agencies are responsible for operating and expanding their transit services.

### WHAT IS TxDOT'S ROLE IN PUBLIC TRANSPORTATION?

TxDOT administers funding for urban and rural transportation programs, programs for seniors and individuals with disabilities, bus and bus facilities programs, and planning/technical assistance. TxDOT also administers the Section 5329 State Safety Oversight (SSO) program to assist in the safe operation of light rail and trolley systems. Furthermore, the Department administers federal highway funds for bicycling and walking infrastructure.

### CAN TxDOT FUND MORE PUBLIC TRANSPORTATION PROJECTS?

TxDOT currently administers public transportation funding to urban and rural transit districts through a combination of federal grants via the Infrastructure Investment and Jobs Act (IIJA), state funds, and other sources. In FY 22, TxDOT allocated over \$111 million in State and Federal funds directly to rural and urban transit districts to support public transportation throughout the state. However, MTAs are funded through a combination of their own local funds, including through a dedicated sales tax, and are not eligible for state funding. In total, including State and Federal funds not administered by TxDOT, over \$778 million was apportioned and/or allocated to transit providers in Texas during FY 22.

- ✓ **Metropolitan Transit Authorities** serve areas with populations of 200,000 or more.
- ✓ **Urban Transit Districts** serve populations between 50,000 and 200,000.
- ✓ **Rural Transit Districts** cover regions with populations below 50,000.

SunMetro bus stop in El Paso

# FREQUENTLY ASKED QUESTIONS



## BICYCLE AND PEDESTRIAN INFRASTRUCTURE

- ✓ **Sidewalks** primarily serve the needs of people walking and using assistive mobility devices
- ✓ **Bike lanes** accommodate people riding bicycles or micromobility devices (e.g., e-scooters)
- ✓ **Shared use paths** serve the needs of all non-motorized and micromobility users

Trinity River overpass in Dallas with dedicated bicycle lanes

## Bicycle and Pedestrian Infrastructure

### WHY ARE INVESTMENTS IN BICYCLE AND PEDESTRIAN NETWORKS IMPORTANT?

Bicycling and walking activity continues to grow in Texas, increasing 33% from 2019 to 2022 at monitoring sites in Texas metro areas. Investment in safe infrastructure helps decrease motor vehicle-related bicyclist and pedestrian injuries and fatalities, making roadways safer for all users. Further, multimodal networks attract tourists, connect people to jobs, schools, parks and everyday destinations, and create unique economic development opportunities. Biking and walking may also provide connections to transit or an alternative to driving, reducing the need for vehicle trips.

### HOW ARE BICYCLE AND PEDESTRIAN IMPROVEMENTS FUNDED IN TEXAS?

Bicycle and pedestrian improvements may be funded with most federal highway and transit funding programs including the National Highway Performance Program, Surface Transportation Block Grant Program, and Highway Safety Improvement Program. Additionally, TxDOT and MPOs administer the Transportation Alternatives Set-Aside (TA) Program, a federal competitive funding program that supports locally sponsored bicycle and pedestrian planning and infrastructure projects. In FY 2022, 41 bicycle and pedestrian infrastructure projects worth \$54.7 million were awarded funds through TxDOT's TA Program. Additionally, TxDOT invested \$19.9 million in accessible pedestrian infrastructure through its Statewide ADA Pedestrian Program.

### WHAT IS TxDOT'S ROLE IN BICYCLE AND PEDESTRIAN TRANSPORTATION?

TxDOT works with governmental entities and community stakeholders to plan for bicycle and pedestrian networks that integrate with local multimodal transportation systems. TxDOT requires its design engineers to consider bicycle and accessible pedestrian accommodations on all construction and reconstruction projects on the state highway system. This means that TxDOT improves the state's bicycle and pedestrian network with many highway projects it builds.

### WHAT TYPES OF BICYCLE AND PEDESTRIAN IMPROVEMENTS DOES TxDOT BUILD?

Improvements to bicycle and pedestrian facilities depend on the needs of specific locations, but may include bike lanes, shared use paths, sidewalks, pedestrian crossing beacons, median islands, and curb ramps.



Tankers docked at an oil refinery in Texas City

## Mission of the Maritime Program

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

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

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

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

# PROGRAMS AND FUNDING

## Gulf Intracoastal Waterway (GIWW)

The GIWW is a shallow-draft, man-made, protected waterway that stretches almost 1,110 miles along the Gulf of Mexico from St. Marks, Florida, to Brownsville, Texas. It is the nation's third busiest inland waterway, with the 379-mile segment in Texas handling over 74 percent of its traffic. The GIWW is a critical component of supply chains that serve the Texas petrochemical and manufacturing industries used to transport petrochemicals between ports along the coast. Two commodity groups make up almost 90 percent of the tonnage for the Texas portion—Chemicals & Related Products and Petroleum & Petroleum Products.

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

The Texas Legislature appropriates about \$1 million annually to support the GIWW. The biennial [Gulf Intracoastal Waterway Legislative Report](#) elaborates on TxDOT's role in supporting the GIWW.



***The GIWW is the nation's third-busiest inland waterway, with the 379-mile portion in Texas handling over 74 percent of its traffic (more than 75 million tons in 2020). The GIWW in its entirety is classified as Marine Highway M-10 and the Texas portion is classified as M-69.***

## Maritime Infrastructure

As part of the Texas Port Mission Plan, the Maritime Infrastructure Program provides a snapshot of the current and future infrastructure needs of the Texas port system, including port facilities, waterways, and inland connections. Within the report, the PAAC recommends strategic infrastructure projects and studies to be considered for funding from the Texas Legislature. Types of projects range from dock rehabilitation to terminal rail expansion to constructing truck queuing areas. The Governor has yet to sign, but 88th Legislature provided \$200M to fund.

## Seaport Connectivity

As part of the Texas Port Mission Plan, the [Seaport Connectivity Program](#) assesses the current state of landside connectivity at maritime ports along the Texas seacoast, focusing on rail connections between port gates and major freight corridors. These can include issues such as incompatible surrounding land uses, modal incompatibility and conflicts, operational inefficiencies, and insufficient facility design for the needs of freight operators.

In each of the four legislative sessions since 2015, the Texas Legislature has included budget riders in the General Appropriations Act that authorize the use of a collective \$180 million considering the 88th Legislature for projects to improve access to maritime ports

throughout the state. These funds come from the Texas Mobility Fund or other eligible sources; all projects that receive funding are selected by the PAAC and approved by the Texas Transportation Commission.

This funding has allowed TxDOT to approve grants for 47 projects along the coast that improved and widened public roadways, added truck queuing lanes in high-traffic areas, improved signage and gates at rail crossings, and upgraded intersections near Texas ports.

## Ship Channel Improvement

Any vessel entering or leaving a Texas port relies on well-maintained navigable waterways, or ship channels, to access ports. As part of the Texas Port Mission Plan, the [Ship Channel Improvement Program](#) identifies and summarizes both congressionally authorized and port-supported 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 Governor has not signed, but 88th Legislature has provided \$400 million to capitalize the Fund.



Port of Houston

# FREQUENTLY ASKED QUESTIONS



## Maritime Transportation

### WHO OWNS AND OPERATES TEXAS SEA PORTS?

Most Texas ports are owned and operated by public port authorities and navigation districts.

### WHAT IMPACTS DO TEXAS PORTS HAVE ON THE STATE?

Texas ports handle more tonnage than any other state in the nation, equaling 27% of the national total. They are essential to the state economy and are directly responsible for 1.8 million jobs and nearly \$286 billion in personal income.

### HOW ARE TEXAS SEA PORTS FUNDED?

Port operations are primarily funded through their business operations. In addition, they have taxing authority and access to bond markets to fund specific projects.

### WHAT IS TxDOT'S ROLE IN MARITIME TRANSPORTATION?

TxDOT is the non-federal sponsor of the GIWW and works directly with the U.S. Corps of Engineers to ensure navigability of the waterway. Additionally, the department works directly with ports to support development of high-value growth in Texas' maritime system. TxDOT facilitates the work of the Port Authority Advisory Committee (PAAC), which advises the Texas Transportation Commission on the needs of Texas ports and issues facing the maritime industry. TxDOT also improves access to Texas seaports by road, connecting the facilities to the state highway system. TxDOT is not responsible for seaport operations or improvements on port property.

### WHY DOES TEXAS HAVE FERRIES?

TxDOT operates two free ferry routes on the Gulf Coast that provide shorter travel distances than the available roads. Ferry services enhance connectivity for emergency services, permanent residents, and recreational and economic opportunities.

- ✓ **Waterways:** Navigable ship channels that allow vessels to move in and out of ports
- ✓ **Port Facilities:** Infrastructure like docks and storage facilities that support port activity
- ✓ **Inland Connectivity:** Roads, railways, and pipelines that connect ports to markets

TxDOT ferry Robert H. Dedman arrives at Port Bolivar terminal on the Intercoastal Waterway

10

# AVIATION PROGRAM



Cotulla La Salle County Airport

## Mission of the Aviation Program

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

General aviation plays a crucial role in supporting local economies. A growing number of communities realize that airports are no longer a luxury, but a necessary link to business and industry. In addition to accessing benefits, general aviation as an industry has a significant annual economic impact in Texas with nearly 779,000 total jobs, \$30.1 billion in total payroll, and \$94.3 billion in total output.

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

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

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

# PROGRAMS AND FUNDING

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

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

The TxDOT [Aviation CIP](#) includes all eligible Texas general aviation airports in the [Texas Airport System Plan](#) (TASP), except those that opt out.

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

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

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

The process of developing the Aviation CIP is continuous (Figure 9). Through the Aviation CIP and other efforts, AVN analyzes the best investment of public funds in the state's aviation system and makes programming decisions. AVN conducts the programming process on an annual cycle and includes the elements below.

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

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





## Project Priorities

To make the best use of limited state and federal airport development funds, the Texas Transportation Commission establishes a priority system that allows AVN to identify projects that meet present system needs. These priorities are consistent with those defined by the FAA in its National Priority System. A combination of quantitative and qualitative measures described in the FAA's programming guidance form the foundation for project selection.

Current priorities are:

### **SAFETY**

Projects needed to make the facility safe for aircraft operations

### **PRESERVATION**

Projects needed to preserve the functional or structural integrity of the airport

### **STANDARDS**

Improvements required to bring the airport up to design standards for current user aircraft

### **UPGRADES**

Improvements required to allow the airport to accommodate larger aircraft or longer stage lengths

### **CAPACITY**

Expansion required to accommodate more aircraft or higher activity levels

### **NEW ACCESS**

A new airport needed to provide air access to a previously unserved area

### **NEW CAPACITY**

A new airport needed to add capacity or relieve congestion at other area airports



*A helicopter pilot readies for takeoff from Austin Bergstrom International Airport*

**TABLE 12**  
**PROJECT DEVELOPMENT PROCESS FOR AIRPORTS**

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

# FREQUENTLY ASKED QUESTIONS



Addison Airport



## Aviation

### WHO OWNS TEXAS AIRPORTS?

Most Texas public-use airports are owned by local governments, such as cities and counties.

### HOW ARE AIRPORTS FUNDED?

Airports are required by the federal government to be as self-sustaining as possible, and thus receive little or no direct taxpayer support. This means that airports must operate like businesses, funding their operations from their revenue. The Federal Aviation Administration (FAA) and State of Texas do, however, provide grants for airport infrastructure projects such as runways, taxiways, and airport signage and lighting. TxDOT receives approximately \$55 million in federal and \$20 million in state funding annually to support the state's general aviation airports.

### WHAT IS TxDOT'S ROLE IN AVIATION?

TxDOT manages planning, funding, and grants for the statewide network of general aviation airports. Of the 300 airports in the Texas Airport System, TxDOT directly supports the 271 General Aviation Airports. The department identifies necessary improvements in collaboration with airport sponsors through the Texas Airport System Plan (TASP) and Aviation Capital Improvement Program (ACIP).

### WHAT IS TxDOT FLIGHT SERVICES?

TxDOT operates and maintains the state's aircraft fleet based out of Austin-Bergstrom International Airport. These regional jets and helicopters are used for state government purposes statewide. [TxDOT Flight Services](#) also provides maintenance support for aircraft of other state agencies, including the Texas Department of Public Safety and the Texas Parks and Wildlife Department.

# RAIL PROGRAM



The TxDOT Rail Division manages the South Orient Rail Line

## Mission of The Rail Program

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

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

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

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

# PROGRAMS AND FUNDING

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

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

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

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

a funding mechanism or appropriated any funds to the TRRIF.

## South Orient Rail Line (SORL)

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

## Passenger Rail Projects

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

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



*Gladewater was founded as an East Texas railroad stop in 1873*

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

DESCRIPTIONS	COST (\$)
<b>SORL Rehabilitation</b>	
Rehabilitate line between Belding and Alpine (51 miles) to open the interchange with Union Pacific at Alpine. The rail line was manufactured in 1912 and is substandard for today's loadings. Rehabilitation is essential to enable shipments to/from the border Presidio and to provide interchange capability with Union Pacific and foster competition for SORL freight between BNSF and Union Pacific. It would also allow crude oil shipments west to California across Union Pacific's Sunset Route.	20,000,000*
Development and construction of an international customs and border protection facility to inspect trains crossing the international border at Presidio. This facility may be constructed using any available and eligible state or federal fund sources. The rail inspection facility must be constructed before the Presidio rail gateway can be reopened and rail freight transported across the border. The U.S. Department of Homeland Security does not provide funding for this type of facility.	33,000,000
<b>SORL Rehabilitation Subtotal</b>	<b>53,000,000</b>
<b>Additional Improvements to Other Rail Lines</b>	
Rehabilitate the Northeast Texas Rural Rail Transportation District (NETEX) rail line from Greenville to Mount Pleasant (66 miles). TxDOT owns the 31 miles of the NETEX right of way and has a security interest in the infrastructure from a Grant Funding Agreement in 1996. Track speeds on the NETEX line are limited to 10 mph due to defective cross ties and bridge deficiencies. The rail line must be rehabilitated to continue providing service to existing customers and attract new business to the line and the region. TxDOT would seek additional ownership in the line and infrastructure as a condition to rehabilitating the line.	30,000,000
Reconstruct an abandoned rail corridor owned by the NETEX rail line from Greenville to Wylie (23.2 miles) to provide additional rail capacity into the Dallas-Fort Worth metroplex. TxDOT funded the purchase of this right of way by NETEX.	12,000,000
<b>TOTAL</b>	<b>95,000,000</b>

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

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



A freight train crosses the Mexican border at Laredo

# FREQUENTLY ASKED QUESTIONS



- ✓ **Class I Railroads:**  
The country's largest privately owned freight rail carriers by revenue
- ✓ **Short Line Railroads:**  
Small railroads that run shorter distances and connect shippers with the larger freight rail network

## Rail Transportation

### WHO OWNS AND OPERATES TEXAS RAILROADS?

Most Texas railroads are privately owned and operated. Three major (Class I) railroad companies operate within Texas: BNSF Railway, CPKC, and Union Pacific. Additionally, there are 55 short line railroads that serve as important first- and last-mile connections. Intercity passenger rail service in Texas is provided by Amtrak, which operates three routes in the state.

### WHAT IS TxDOT'S ROLE IN FREIGHT RAIL TRANSPORTATION?

TxDOT facilitates federal grants and specific appropriations for projects to improve the privately owned freight rail system. In addition, TxDOT owns segments of three freight rail lines, the South Orient Rail Line in West Texas, the Northeast Texas Rural Rail Transportation District, and the Bonham Subdivision in Fannin and Lamar Counties. The TxDOT Rail Division oversees rail-highway crossing safety and partners with the Federal Railroad Administration to regulate railroad safety.

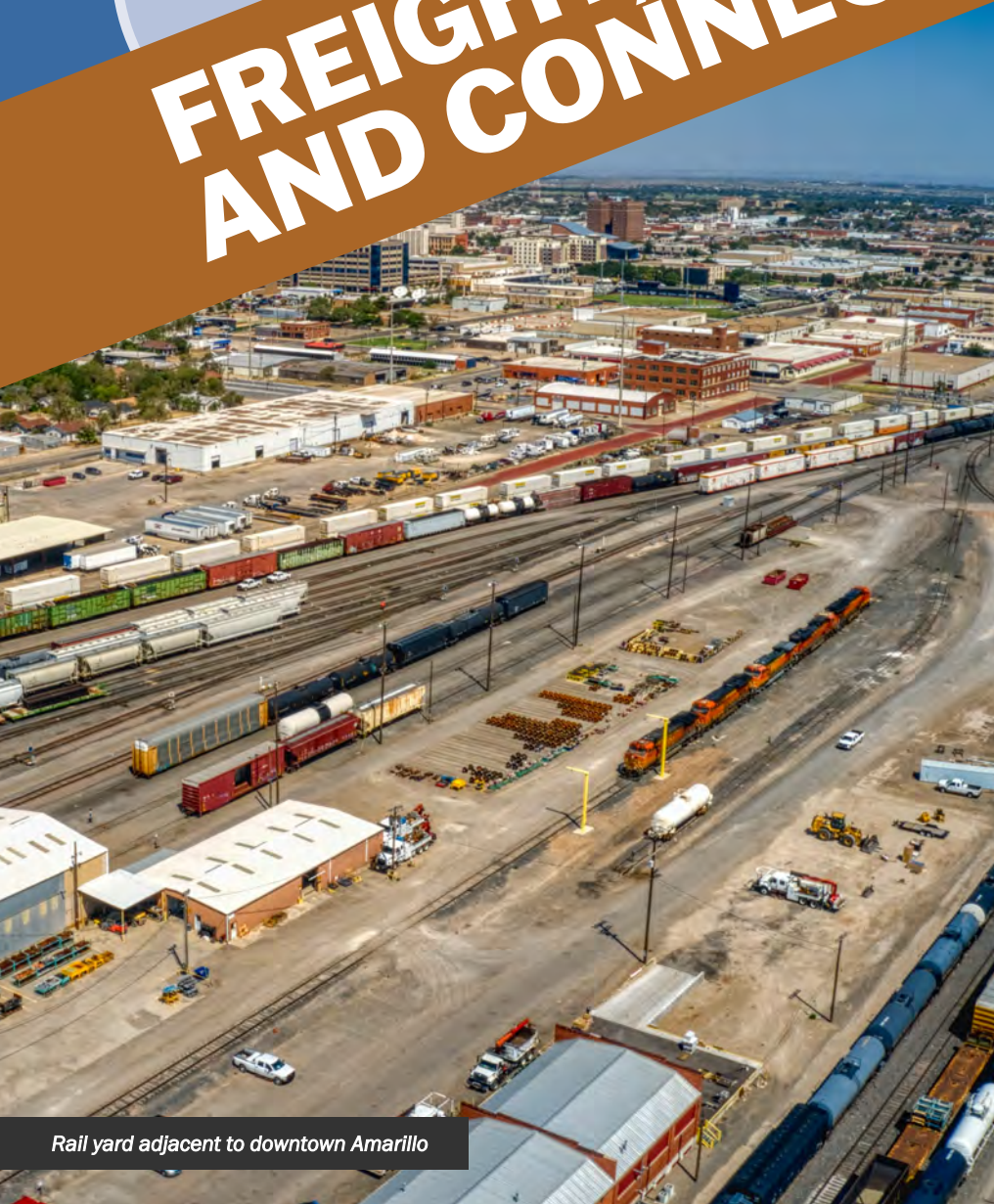
### DOES TxDOT BUILD PASSENGER RAIL INFRASTRUCTURE?

TxDOT does not build passenger rail systems. Most funding for TxDOT transportation projects comes from the State Highway Fund, as well as Proposition 1 and Proposition 7 funds. These fund sources are dedicated to building and maintaining highways and cannot be used for passenger rail. Although TxDOT does not directly oversee intercity passenger rail service in Texas, the department contributes about \$2.5 million annually to support operations of the Heartland Flyer, a daily Amtrak service between Fort Worth and Oklahoma City.

### IS TxDOT INVOLVED WITH THE TEXAS CENTRAL HIGH-SPEED RAIL PROJECT?

TxDOT is not involved in the planning or funding of the proposed high-speed rail project between Dallas and Houston. The project is privately financed.

A freight train crosses the Neches River in Beaumont



Rail yard adjacent to downtown Amarillo

## Mission of the Freight, Trade, and Connectivity Program

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

TxDOT's **Freight, Trade, and Connectivity Section** (FTC) elevates the movement of freight and international trade as a critical component of Texas' multimodal transportation system. FTC strengthens the economic competitiveness of Texas through local, regional, state, national, and binational collaboration and coordination efforts. Within the FTC, the Freight Branch is guided by the **Texas Freight Mobility Plan**, which works to achieve TxDOT's strategic plan goals by providing a blueprint for an integrated multimodal freight system that facilitates the efficient, reliable, and safe movement of goods across Texas. The Texas Freight Mobility Plan is updated every four years. The most recent version, *Texas Delivers 2050*, was adopted in 2023.

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

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

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



# PROGRAMS AND FUNDING

## National Highway Freight Program

In 2015, the federal Fixing America's Surface Transportation Act (FAST Act) created a new \$10.8 billion National Highway Freight Program (NHFP). To be eligible for funding, a state must have a freight plan in place, it must identify projects that contribute to the efficient movement of freight that are located on the FHWA-designated National Highway Freight Network.

### TRUCK PARKING INITIATIVE

One challenge facing freight carriers in Texas is the need for safe truck parking locations for their required Hours-of-Service breaks and for staging prior to pick-up or delivery. Due to a lack of available spaces statewide and Hours-of-Service requirements, many truck drivers are forced to park in unauthorized locations, such as highway shoulders or exit ramps, which creates a safety hazard for themselves or other drivers. In the 2024 UTP, TxDOT committed \$300 million from Category 10 Supplemental Transportation Programs to expand and repurpose safety rest areas with additional space for truck parking. For more information about Category 10, see [pg. 35](#).

## Border State Infrastructure Funding

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

## CRITERIA FOR THE SELECTION OF BORDER STATE INFRASTRUCTURE 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



Semi trucks parked at a Texas highway safety rest area

# FREQUENTLY ASKED QUESTIONS



Trucks at a safety rest area on highway in Ranger



## Freight Transportation

### HOW IS FREIGHT HAULED IN TEXAS?

Through a stakeholder and data-driven process, TxDOT designates the Texas Highway Freight Network (THFN), which is comprised of the state's most critical roads for moving goods through and within the state. When maintaining and improving THFN roads, TxDOT makes special considerations to accommodate the significant amount of freight that they carry. Goods moving across the border with Mexico travel on 14 international bridges, which accommodate 68% of all trucks coming from Mexico into the U.S. Additionally, significant volumes of freight travel by rail, air, ship, and pipeline.

### WHAT IS TxDOT'S ROLE IN FREIGHT TRANSPORTATION?

TxDOT builds and maintains the state highway system, which is essential to the movement of freight by truck across the state, as well as intermodal connectivity to other freight modes, such as at rail terminals, airports, and sea ports. TxDOT also coordinates the Texas Freight Advisory Committee, which helps the department identify and target freight-related investments.

### WHAT FREIGHT-RELATED CHALLENGES DOES TEXAS FACE?

Roadway congestion and lack of alternate routes add time and cost to freight delivery. Other issues include international border wait times, vertical bridge clearance and weight restrictions for trucks, truck parking shortages, system-wide resiliency to disruptive events, and connectivity to ports and other intermodal facilities.

### HOW DOES TxDOT SUPPORT INTERNATIONAL TRADE WITH MEXICO?

TxDOT facilitates the Border Trade Advisory Committee, which provides recommendations to the Texas Transportation Commission and the governor for addressing the highest priority border trade transportation challenges. The Texas-Mexico Border Transportation Master Plan identifies cross-border transportation needs, including more than 660 future transportation projects to improve the mobility and safety of international trade.

# APPENDICES



*Semi trucks driving on Interstate 10 through rural Texas*

# APPENDIX I MAJOR TRANSPORTATION PROJECTS



*Aerial view of San Antonio interstate highway system*

## DESIGNATED MAJOR TRANSPORTATION PROJECTS

TxDOT may designate a highway improvement project as a “major transportation project” if it meets the criteria specified in federal law, 23 U.S.C. 106(h). These criteria include projects receiving federal funding and having an estimated total cost of \$500,000,000 or more.

The list of major transportation projects, if any new such projects are designated by the department, will be updated annually and incorporated into the UTP. For the 2024 UTP, TxDOT did not designate any new major transportation projects.

# APPENDIX II USES OF FEDERAL AND STATE FUNDING



*The Texas State Capitol in Austin*

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

**TABLE 14**  
**FEDERAL TRANSPORTATION PROGRAMS IN THE UTP CATEGORIES**

UTP CATEGORY	FEDERAL TRANSPORTATION PROGRAMS								
	Surface Transportation Block Grant Program (STBGP)	National Highway Performance Program (NHPP)	National Highway Freight Program (NHFP)	Highway Safety Improvement (HSIP) and Railway-Highway Crossings	Congestion Mitigation and Air Quality Improvement (CMAQ)	Metropolitan Planning/PL	Transportation Alternatives Set-Aside (TASA)	Carbon Reduction Program (CRP)	Promoting Resilient Operations for Transformative, Efficient, and Cost Savings Transportation (PROTECT)
1	Yes	Yes	Yes	No	No	No	No	Yes	Yes
2	Yes	Yes	Yes	No	No	No	No	Yes	Yes
4R/4U	Yes	Yes	Yes	No	No	No	No	Yes	Yes
5	Yes	Yes	No	No	Yes	No	No	Yes	Yes
6	Yes	Yes	Yes	No	No	No	No	No	Yes
7	Yes	Yes	Yes	No	No	No	No	Yes	Yes
8	Yes	Yes	No	Yes	No	No	No	No	No
9	Yes	Yes	No	No	No	No	Yes	Yes	Yes
10	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes
11	Yes	Yes	Yes	No	No	No	No	Yes	Yes
12	Yes	Yes	Yes	No	No	No	No	Yes	Yes

**TABLE 15**  
**AUTHORIZED USES OF**  
**STATE FUNDING SOURCES**

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

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

Note: Texas Mobility Fund bonds are suspended and unavailable.

1. State Highway Fund – Dedicated includes state motor fuel and lubricant taxes and motor vehicle registration fees. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of them may at times be used for other modes of transportation.
2. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.
3. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, “to provide participation by the state in the payment of a portion of the costs of constructing and providing publicly owned toll roads and other public transportation projects.” “Other public transportation projects” is undefined and therefore may be available for more types of transportation projects than those listed here.
4. “State Highway Fund – Non-Dedicated” includes limited revenue sources. An annual transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.
5. Regional Subaccount funds may only be used for transportation, highway and air quality projects as defined by Section 228.001 of the Transportation Code in the region where the project from which those funds were derived is located. The revenues are deposited to the State Highway Fund but are not dedicated by the Texas Constitution.

# APPENDIX III UTP FUNDING TABLES



Road construction crew in East Texas lays down cement to widen a freeway

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

FUNDING CATEGORY	2024 UTP FUNDING DISTRIBUTION
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409
3. Non-Traditionally Funded Transportation Projects	\$ 4,986,593,894
4. Statewide Connectivity Corridor Projects	\$ 17,780,433,610
5. Congestion Mitigation and Air Quality Improvement	\$ 2,322,790,000
6. Structures Replacement and Rehabilitation (Bridge)	\$ 4,681,612,746
7. Metropolitan Mobility and Rehabilitation	\$ 5,751,838,385
8. Safety Projects	\$ 3,747,421,009
9. Transportation Alternatives	\$ 1,736,508,188
10. Supplemental Transportation Projects	\$ 2,433,528,107
11. District Discretionary	\$ 6,943,047,030
12. Strategic Priority	\$ 20,025,958,943
<b>Total UTP Funding: Categories 1-12</b>	<b>\$ 100,565,592,319</b>



**TABLE 17 2024 UTP FUNDING ALLOCATION SUMMARY**

DISTRICT/MPO/DIVISION	CAT 1	CAT 2	CAT 3	CAT 4 URBAN	CAT 4 REGIONAL	CAT 5	CAT 6	CAT 7	CAT 8	CAT 9	CAT 10	CAT 11	CAT 12	TOTAL
ABL - Abilene	\$ 542,779,747	\$ -	\$ -	\$ 43,481,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,897,482	\$ -	\$ 884,158,634
AMA - Amarillo	\$ 856,723,507	\$ -	\$ -	\$ 82,238,819	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,217,075	\$ -	\$ 1,149,179,401
ATL - Atlanta	\$ 507,470,819	\$ -	\$ -	\$ 27,909,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,643,825	\$ -	\$ 705,024,012
AUS - Austin	\$ 845,942,488	\$ -	\$ -	\$ 730,156,545	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 202,978,827	\$ -	\$ 1,779,077,859
BMT - Beaumont	\$ 553,861,857	\$ -	\$ -	\$ 172,960,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,789,780	\$ -	\$ 883,612,023
BRY - Bryan	\$ 521,089,872	\$ -	\$ -	\$ 73,345,544	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144,641,634	\$ -	\$ 739,077,051
BWD - Brownwood	\$ 294,382,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,244,836	\$ -	\$ 401,627,133
CHS - Childress	\$ 211,082,511	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,065,536	\$ -	\$ 287,148,047
CRP - Corpus Christi	\$ 681,532,079	\$ -	\$ -	\$ 97,717,479	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 283,910,875	\$ -	\$ 1,063,160,433
DAL - Dallas	\$ 1,707,741,915	\$ -	\$ 22,385,397	\$ 1,615,545,886	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303,231,725	\$ -	\$ 3,648,904,923
ELP - El Paso	\$ 560,301,667	\$ -	\$ -	\$ 216,474,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,004,961	\$ -	\$ 964,780,844
FTW - Fort Worth	\$ 1,167,558,554	\$ -	\$ -	\$ 725,824,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,481,002	\$ -	\$ 2,140,864,519
HOU - Houston	\$ 1,640,767,296	\$ -	\$ 847,357,079	\$ 1,955,101,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,181,104	\$ -	\$ 4,760,406,796
LBB - Lubbock	\$ 731,529,757	\$ -	\$ -	\$ 69,840,618	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232,461,993	\$ -	\$ 1,033,832,369
LFK - Lufkin	\$ 340,515,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,947,109	\$ -	\$ 470,462,202
LRD - Laredo	\$ 635,693,177	\$ -	\$ -	\$ 67,367,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,253,150	\$ -	\$ 999,313,401
ODA - Odessa	\$ 1,172,940,376	\$ -	\$ -	\$ 125,294,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,191,157,725	\$ -	\$ 2,489,392,465
PAR - Paris	\$ 614,684,695	\$ -	\$ -	\$ 72,337,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,554,918	\$ 138,723,221	\$ -	\$ 828,300,382
PHR - Pharr	\$ 698,315,496	\$ -	\$ -	\$ 375,605,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,480,589	\$ 155,202,831	\$ -	\$ 1,233,604,216
SAT - San Antonio	\$ 1,423,681,329	\$ -	\$ -	\$ 743,482,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 328,839,712	\$ -	\$ 2,496,003,682
SJT - San Angelo	\$ 410,061,628	\$ -	\$ -	\$ 25,498,513	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,301,300	\$ -	\$ 665,861,441
TYL - Tyler	\$ 886,721,942	\$ -	\$ -	\$ 174,142,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177,083,316	\$ -	\$ 1,237,947,545
WAC - Waco	\$ 674,019,787	\$ -	\$ -	\$ 273,570,241	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,054,257	\$ -	\$ 1,092,644,285
WFS - Wichita Falls	\$ 377,276,317	\$ -	\$ -	\$ 33,481,656	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,562,448	\$ -	\$ 536,320,421
YKM - Yoakum	\$ 611,205,793	\$ -	\$ -	\$ 50,479,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,171,304	\$ -	\$ 848,856,816
ABL - Abilene MPO	\$ -	\$ 64,437,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,491,250	\$ -	\$ -	\$ 69,929,177
AMA - Amarillo MPO	\$ -	\$ 121,875,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,779,492	\$ -	\$ -	\$ 131,654,557
ATL - Texarkana MPO	\$ -	\$ 41,360,711	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,590,437	\$ -	\$ -	\$ 43,951,148
AUS - CAMPO MPO	\$ -	\$ 1,082,066,566	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 474,285,486	\$ -	\$ 54,994,958	\$ 70,380,213	\$ -	\$ -	\$ 1,681,727,223
BMT - SETRPC MPO	\$ -	\$ 256,321,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,972,351	\$ -	\$ -	\$ 271,293,620
BRY - Bryan-College Station MPO	\$ -	\$ 108,695,542	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,521,016	\$ -	\$ -	\$ 117,216,558
CRP - Corpus Christi MPO	\$ -	\$ 144,813,899	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,422,709	\$ -	\$ 12,919,830	\$ 15,917,085	\$ -	\$ -	\$ 285,073,523
DAL/FTW/PAR - NCTCOG MPO	\$ -	\$ 3,469,830,043	\$ -	\$ -	\$ -	\$ 1,028,342,951	\$ -	\$ 1,910,510,483	\$ -	\$ 221,529,968	\$ 281,377,987	\$ -	\$ -	\$ 6,911,591,432
ELP - El Paso MPO	\$ -	\$ 320,807,247	\$ -	\$ -	\$ -	\$ 98,419,063	\$ -	\$ 268,879,533	\$ -	\$ 31,177,466	\$ 38,410,280	\$ -	\$ -	\$ 757,693,588
HOU/BMT - HGAC MPO	\$ -	\$ 2,897,392,050	\$ -	\$ -	\$ -	\$ 967,582,095	\$ -	\$ 1,804,752,745	\$ -	\$ 209,267,013	\$ 266,826,291	\$ -	\$ -	\$ 6,145,820,195
LBB - Lubbock MPO	\$ -	\$ 103,501,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,628,585	\$ -	\$ 9,581,058	\$ 11,803,744	\$ -	\$ -	\$ 207,514,751
LRD - Laredo Webb County Area MPO	\$ -	\$ 99,835,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,062,540	\$ -	\$ 9,515,423	\$ 11,722,883	\$ -	\$ -	\$ 203,136,501
ODA - Permian Basin MPO	\$ -	\$ 185,681,883	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,144,701	\$ -	\$ -	\$ 197,826,584
PAR - Grayson County MPO	\$ -	\$ 107,201,725	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,078,301	\$ -	\$ -	\$ 110,280,026
PHR - Rio Grande Valley MPO	\$ -	\$ 556,633,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 329,465,102	\$ -	\$ 38,202,563	\$ 53,811,658	\$ -	\$ -	\$ 978,113,296
SAT - AAAMO	\$ -	\$ 1,101,815,377	\$ -	\$ -	\$ -	\$ 228,445,891	\$ -	\$ 612,069,650	\$ -	\$ 70,971,487	\$ 87,436,051	\$ -	\$ -	\$ 2,100,738,456
SJT - San Angelo MPO	\$ -	\$ 37,787,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,624,102	\$ -	\$ -	\$ 42,412,011
TYL - Longview MPO	\$ -	\$ 90,735,314	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,917,519	\$ -	\$ -	\$ 95,652,832

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
TYL - Tyler MPO	\$ -	\$ 167,337,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,477,203	\$ -	\$ -	\$ 173,814,692
WAC - Killeen-Temple MPO	\$ -	\$ 217,846,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,761,552	\$ -	\$ 8,784,803	\$ 15,317,869	\$ -	\$ -	\$ 317,711,005
WAC - Waco MPO	\$ -	\$ 187,574,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,572,383	\$ -	\$ -	\$ 196,147,169
WFS - Wichita Falls MPO	\$ -	\$ 49,618,648	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,945,024	\$ -	\$ -	\$ 54,563,672
YKM - Victoria MPO	\$ -	\$ 74,809,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,166,969	\$ -	\$ -	\$ 77,976,155
Statewide Bridge Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,681,612,746	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,681,612,746
Statewide Traffic Safety Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,547,421,009	\$ -	\$ -	\$ -	\$ -	\$ 3,547,421,009
AUS - CAMPO/SAT - AAMPO MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL/FTW/PAR - NCTCOG MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU/BMT - HGAC MPO Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Build Development Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding	\$ -	\$ -	\$ 4,116,851,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,116,851,418
Texas Mobility Fund - Port Capital Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Connectivity (Rural)	\$ -	\$ -	\$ -	\$ -	\$ 10,028,577,722	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,028,577,722
Statewide Clear Lanes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Reconciliation Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Strategic Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,025,958,943	\$ 20,025,958,943
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Americans with Disabilities Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ 200,000,000
Coordinated Border Infrastructure Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000
Ferry Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000,000	\$ -	\$ -	\$ 150,000,000
Green Ribbon Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000,000	\$ -	\$ -	\$ 200,000,000
Landscape Incentive Awards Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
Railroad Grade Crossing Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000,000	\$ -	\$ -	\$ 35,000,000
Railroad Signal Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ 11,000,000
Border State Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000,000	\$ -	\$ 120,000,000
Road to Zero Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Texas Parks and Wildlife Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000	\$ -	\$ -	\$ 100,000,000
Transportation Alternatives Flex Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 721,526,353	\$ -	\$ -	\$ -	\$ 721,526,353
Transportation Alternatives Program - Non-TMAs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 348,037,266	\$ -	\$ -	\$ -	\$ 348,037,266
Multiple Districts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program - Flex	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program - Non-TMAs/MPOs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,207,791	\$ -	\$ -	\$ 308,207,791
Safety Rest Area / Truck Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000,000	\$ -	\$ -	\$ 300,000,000
ITS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000,000	\$ -	\$ -	\$ 160,000,000
Cost Overruns / Change Orders	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 780,000,000	\$ -	\$ 780,000,000
Statewide Carryover Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$18,667,880,000</b>	<b>\$11,487,980,409</b>	<b>\$ 4,986,593,894</b>	<b>\$ 7,751,855,888</b>	<b>\$10,028,577,722</b>	<b>\$ 2,322,790,000</b>	<b>\$ 4,681,612,746</b>	<b>\$ 5,751,838,385</b>	<b>\$ 3,747,421,009</b>	<b>\$ 1,736,508,188</b>	<b>\$ 2,433,528,107</b>	<b>\$ 6,943,047,030</b>	<b>\$20,025,958,943</b>	<b>\$100,565,592,320</b>

Note: Categories provided include 2024 UTP Planning allocations. These amounts do not include carryover balances or other adjustments made through cashflow, lettings and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

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

DISTRICT/MPO/DIVISION/ PROGRAM	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene	\$ 84,806,286	\$ 67,645,152	\$ 57,560,909	\$ 49,388,448	\$ 47,383,582	\$ 48,215,862	\$ 48,044,265	\$ 47,284,299	\$ 45,775,819	\$ 46,675,125	\$ 542,779,747
AMA - Amarillo	\$ 133,858,234	\$ 106,771,102	\$ 90,854,134	\$ 77,954,722	\$ 74,790,241	\$ 76,103,913	\$ 75,833,064	\$ 74,633,534	\$ 72,252,549	\$ 73,672,013	\$ 856,723,507
ATL - Atlanta	\$ 79,289,464	\$ 63,244,697	\$ 53,816,454	\$ 46,175,629	\$ 44,301,183	\$ 45,079,322	\$ 44,918,888	\$ 44,208,360	\$ 42,798,009	\$ 43,638,813	\$ 507,470,819
AUS - Austin	\$ 132,173,760	\$ 105,427,493	\$ 89,710,824	\$ 76,973,739	\$ 73,849,080	\$ 75,146,220	\$ 74,878,780	\$ 73,694,345	\$ 71,343,322	\$ 72,744,924	\$ 845,942,488
BMT - Beaumont	\$ 86,537,803	\$ 69,026,285	\$ 58,736,148	\$ 50,396,828	\$ 48,351,027	\$ 49,200,301	\$ 49,025,201	\$ 48,249,718	\$ 46,710,439	\$ 47,628,106	\$ 553,861,857
BRY - Bryan	\$ 81,417,364	\$ 64,942,002	\$ 55,260,733	\$ 47,414,850	\$ 45,490,099	\$ 46,289,121	\$ 46,124,381	\$ 45,394,784	\$ 43,946,584	\$ 44,809,953	\$ 521,089,872
BWD - Brownwood	\$ 45,995,580	\$ 36,688,059	\$ 31,218,764	\$ 26,786,344	\$ 25,698,983	\$ 26,150,379	\$ 26,057,312	\$ 25,645,137	\$ 24,826,996	\$ 25,314,744	\$ 294,382,298
CHS - Childress	\$ 32,980,456	\$ 26,306,635	\$ 22,384,957	\$ 19,206,755	\$ 18,427,079	\$ 18,750,746	\$ 18,684,014	\$ 18,388,469	\$ 17,801,834	\$ 18,151,566	\$ 211,082,511
CRP - Corpus Christi	\$ 106,485,558	\$ 84,937,475	\$ 72,275,368	\$ 62,013,758	\$ 59,496,381	\$ 60,541,420	\$ 60,325,958	\$ 59,371,720	\$ 57,477,622	\$ 58,606,820	\$ 681,532,079
DAL - Dallas	\$ 266,825,078	\$ 212,831,194	\$ 181,103,250	\$ 155,390,328	\$ 149,082,439	\$ 151,701,034	\$ 151,161,140	\$ 148,770,068	\$ 144,023,953	\$ 146,853,429	\$ 1,707,741,915
ELP - El Paso	\$ 87,543,987	\$ 69,828,861	\$ 59,419,080	\$ 50,982,797	\$ 48,913,210	\$ 49,772,358	\$ 49,595,222	\$ 48,810,723	\$ 47,253,546	\$ 48,181,883	\$ 560,301,667
FTW - Fort Worth	\$ 182,424,463	\$ 145,509,622	\$ 123,817,684	\$ 106,238,130	\$ 101,925,516	\$ 103,715,812	\$ 103,346,695	\$ 101,711,953	\$ 98,467,103	\$ 100,401,575	\$ 1,167,558,554
HOU - Houston	\$ 256,360,671	\$ 204,484,330	\$ 174,000,701	\$ 149,296,194	\$ 143,235,689	\$ 145,751,588	\$ 145,232,868	\$ 142,935,569	\$ 138,375,588	\$ 141,094,097	\$ 1,640,767,296
LBB - Lubbock	\$ 114,297,414	\$ 91,168,548	\$ 77,577,540	\$ 66,563,131	\$ 63,861,078	\$ 64,982,782	\$ 64,751,513	\$ 63,727,271	\$ 61,694,221	\$ 62,906,258	\$ 731,529,757
LFK - Lufkin	\$ 53,203,570	\$ 42,437,463	\$ 36,111,071	\$ 30,984,045	\$ 29,726,284	\$ 30,248,418	\$ 30,140,766	\$ 29,663,999	\$ 28,717,647	\$ 29,281,830	\$ 340,515,093
LRD - Laredo	\$ 99,323,487	\$ 79,224,698	\$ 67,414,227	\$ 57,842,798	\$ 55,494,737	\$ 56,469,489	\$ 56,268,517	\$ 55,378,460	\$ 53,611,757	\$ 54,665,007	\$ 635,693,177
ODA - Odessa	\$ 183,265,343	\$ 146,180,344	\$ 124,388,418	\$ 106,727,831	\$ 102,395,339	\$ 104,193,887	\$ 103,823,068	\$ 102,180,791	\$ 98,920,984	\$ 100,864,372	\$ 1,172,940,376
PAR - Paris	\$ 96,041,030	\$ 76,606,469	\$ 65,186,311	\$ 55,931,201	\$ 53,660,739	\$ 54,603,277	\$ 54,408,947	\$ 53,548,305	\$ 51,839,988	\$ 52,858,429	\$ 614,684,695
PHR - Pharr	\$ 109,107,872	\$ 87,029,146	\$ 74,055,222	\$ 63,540,909	\$ 60,961,540	\$ 62,032,314	\$ 61,811,545	\$ 60,833,808	\$ 58,893,067	\$ 60,050,072	\$ 698,315,496
SAT - San Antonio	\$ 222,442,208	\$ 177,429,501	\$ 150,979,088	\$ 129,543,175	\$ 124,284,520	\$ 126,467,547	\$ 126,017,457	\$ 124,024,109	\$ 120,067,448	\$ 122,426,277	\$ 1,423,681,329
SJT - San Angelo	\$ 64,069,825	\$ 51,104,857	\$ 43,486,368	\$ 37,312,202	\$ 35,797,556	\$ 36,426,332	\$ 36,296,693	\$ 35,722,550	\$ 34,582,917	\$ 35,262,328	\$ 410,061,628
TYL - Tyler	\$ 138,545,321	\$ 110,509,725	\$ 94,035,419	\$ 80,684,331	\$ 77,409,044	\$ 78,768,715	\$ 78,488,382	\$ 77,246,850	\$ 74,782,494	\$ 76,251,661	\$ 886,721,942
WAC - Waco	\$ 105,311,804	\$ 84,001,238	\$ 71,478,701	\$ 61,330,202	\$ 58,840,573	\$ 59,874,093	\$ 59,661,005	\$ 58,717,286	\$ 56,844,066	\$ 57,960,817	\$ 674,019,787
WFS - Wichita Falls	\$ 58,947,305	\$ 47,018,913	\$ 40,009,539	\$ 34,329,011	\$ 32,935,465	\$ 33,513,968	\$ 33,394,694	\$ 32,866,455	\$ 31,817,938	\$ 32,443,029	\$ 377,276,317
YKM - Yoakum	\$ 95,497,471	\$ 76,172,903	\$ 64,817,379	\$ 55,614,650	\$ 53,357,038	\$ 54,294,241	\$ 54,101,011	\$ 53,245,240	\$ 51,546,591	\$ 52,559,269	\$ 611,205,793
<b>TOTAL</b>	<b>\$2,916,751,355</b>	<b>\$2,326,526,712</b>	<b>\$1,979,698,289</b>	<b>\$1,698,622,007</b>	<b>\$1,629,668,424</b>	<b>\$1,658,293,142</b>	<b>\$1,652,391,386</b>	<b>\$1,626,253,805</b>	<b>\$1,574,372,481</b>	<b>\$1,605,302,400</b>	<b>\$18,667,880,000</b>

Notes:

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

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

DISTRICT/MPO/DIVISION/ PROGRAM	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 9,911,747	\$ 11,911,480	\$ 6,391,575	\$ 6,626,126	\$ 6,773,053	\$ 4,452,122	\$ 5,285,695	\$ 4,818,537	\$ 4,060,699	\$ 4,206,893	\$ 64,437,927
AMA - Amarillo MPO	\$ 18,746,642	\$ 22,528,851	\$ 12,088,744	\$ 12,532,364	\$ 12,810,255	\$ 8,420,548	\$ 9,997,131	\$ 9,113,570	\$ 7,680,227	\$ 7,956,733	\$ 121,875,065
ATL - Texarkana MPO	\$ 6,362,043	\$ 7,645,611	\$ 4,102,554	\$ 4,253,105	\$ 4,347,413	\$ 2,857,679	\$ 3,392,724	\$ 3,092,870	\$ 2,606,437	\$ 2,700,275	\$ 41,360,711
AUS - CAMPO MPO	\$ 166,441,876	\$ 200,022,180	\$ 107,329,793	\$ 111,268,471	\$ 113,735,725	\$ 74,761,753	\$ 88,759,426	\$ 80,914,742	\$ 68,188,823	\$ 70,643,777	\$ 1,082,066,566
BMT - SETRPC MPO	\$ 39,426,958	\$ 47,381,502	\$ 25,424,414	\$ 26,357,413	\$ 26,941,859	\$ 17,709,657	\$ 21,025,443	\$ 19,167,184	\$ 16,152,653	\$ 16,734,185	\$ 256,321,269
BRY - Bryan-College Station MPO	\$ 16,719,387	\$ 20,092,589	\$ 10,781,472	\$ 11,177,119	\$ 11,424,959	\$ 7,509,953	\$ 8,916,045	\$ 8,128,032	\$ 6,849,691	\$ 7,096,295	\$ 108,695,542
CRP - Corpus Christi MPO	\$ 22,275,059	\$ 26,769,140	\$ 14,364,039	\$ 14,891,155	\$ 15,221,350	\$ 10,005,430	\$ 11,878,750	\$ 10,828,889	\$ 9,125,769	\$ 9,454,317	\$ 144,813,899
DAL/FTW/PAR - NCTCOG MPO	\$ 533,724,117	\$ 641,405,058	\$ 344,171,194	\$ 356,801,230	\$ 364,712,900	\$ 239,736,247	\$ 284,622,161	\$ 259,466,848	\$ 218,659,032	\$ 226,531,257	\$ 3,469,830,043
ELP - El Paso MPO	\$ 49,346,095	\$ 59,301,864	\$ 31,820,755	\$ 32,988,480	\$ 33,719,963	\$ 22,165,099	\$ 26,315,079	\$ 23,989,315	\$ 20,216,380	\$ 20,944,216	\$ 320,807,247
HOU/BMT - HGAC MPO	\$ 445,672,553	\$ 535,588,744	\$ 287,391,275	\$ 297,937,661	\$ 304,544,097	\$ 200,185,567	\$ 237,666,392	\$ 216,661,097	\$ 182,585,583	\$ 189,159,081	\$ 2,897,392,050
LBB - Lubbock MPO	\$ 15,920,426	\$ 19,132,435	\$ 10,266,263	\$ 10,643,004	\$ 10,879,000	\$ 7,151,079	\$ 8,489,978	\$ 7,739,622	\$ 6,522,368	\$ 6,757,188	\$ 103,501,364
LRD - Laredo Webb County Area MPO	\$ 15,356,573	\$ 18,454,822	\$ 9,902,663	\$ 10,266,060	\$ 10,493,699	\$ 6,897,809	\$ 8,189,289	\$ 7,465,508	\$ 6,291,365	\$ 6,517,869	\$ 99,835,655
ODA - Permian Basin MPO	\$ 28,561,312	\$ 34,323,669	\$ 18,417,719	\$ 19,093,594	\$ 19,516,973	\$ 12,829,066	\$ 15,231,057	\$ 13,884,914	\$ 11,701,155	\$ 12,122,424	\$ 185,681,883
PAR - Grayson County MPO	\$ 16,489,610	\$ 19,816,454	\$ 10,633,300	\$ 11,023,510	\$ 11,267,944	\$ 7,406,743	\$ 8,793,510	\$ 8,016,327	\$ 6,755,554	\$ 6,998,770	\$ 107,201,725
PHR - Rio Grande Valley MPO	\$ 85,620,613	\$ 102,894,909	\$ 55,212,323	\$ 57,238,448	\$ 58,507,647	\$ 38,458,754	\$ 45,659,402	\$ 41,623,959	\$ 35,077,524	\$ 36,340,395	\$ 556,633,973
SAT - AAMPO	\$ 169,479,609	\$ 203,672,787	\$ 109,288,671	\$ 113,299,233	\$ 115,811,517	\$ 76,126,231	\$ 90,379,376	\$ 82,391,518	\$ 69,433,338	\$ 71,933,097	\$ 1,101,815,377
SJT - San Angelo MPO	\$ 5,812,480	\$ 6,985,171	\$ 3,748,169	\$ 3,885,715	\$ 3,971,877	\$ 2,610,829	\$ 3,099,655	\$ 2,825,703	\$ 2,381,289	\$ 2,467,021	\$ 37,787,908
TYL - Longview MPO	\$ 13,956,772	\$ 16,772,605	\$ 9,000,003	\$ 9,330,276	\$ 9,537,164	\$ 6,269,052	\$ 7,442,809	\$ 6,785,003	\$ 5,717,887	\$ 5,923,744	\$ 90,735,314
TYL - Tyler MPO	\$ 25,739,605	\$ 30,932,671	\$ 16,598,145	\$ 17,207,247	\$ 17,588,798	\$ 11,561,622	\$ 13,726,309	\$ 12,513,158	\$ 10,545,143	\$ 10,924,792	\$ 167,337,489
WAC - Killeen-Temple MPO	\$ 33,508,869	\$ 40,269,415	\$ 21,608,144	\$ 22,401,097	\$ 22,897,816	\$ 15,051,391	\$ 17,869,469	\$ 16,290,140	\$ 13,728,098	\$ 14,222,341	\$ 217,846,781
WAC - Waco MPO	\$ 28,852,476	\$ 34,673,576	\$ 18,605,476	\$ 19,288,240	\$ 19,715,935	\$ 12,959,850	\$ 15,386,327	\$ 14,026,462	\$ 11,820,441	\$ 12,246,004	\$ 187,574,786
WFS - Wichita Falls MPO	\$ 7,632,267	\$ 9,172,107	\$ 4,921,656	\$ 5,102,266	\$ 5,215,403	\$ 3,428,234	\$ 4,070,103	\$ 3,710,382	\$ 3,126,829	\$ 3,239,402	\$ 49,618,648
YKM - Victoria MPO	\$ 11,507,038	\$ 13,828,628	\$ 7,420,296	\$ 7,692,599	\$ 7,863,173	\$ 5,168,689	\$ 6,136,425	\$ 5,594,079	\$ 4,714,267	\$ 4,883,991	\$ 74,809,186
<b>TOTAL</b>	<b>\$ 1,767,064,127</b>	<b>\$ 2,123,576,270</b>	<b>\$ 1,139,488,644</b>	<b>\$ 1,181,304,413</b>	<b>\$ 1,207,498,521</b>	<b>\$ 793,723,402</b>	<b>\$ 942,332,555</b>	<b>\$ 859,047,858</b>	<b>\$ 723,940,552</b>	<b>\$ 750,004,066</b>	<b>\$11,487,980,409</b>

Notes:

- Funding allocations and project selection in Categories 2, 4 and 12 are subject to approval 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 performance based planning requirements.
- 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. Allocation formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors.
- Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 20**

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - Austin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT - Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRY - Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BWD - Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHS - Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL - Dallas	\$ 6,415,229	\$ 5,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,370,168	\$ 22,385,397
ELP - El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTW - Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU - Houston	\$ 72,008,128	\$ 9,984,000	\$ 688,939,044	\$ 8,000,000	\$ 68,425,907	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 847,357,079
LBB - Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LFK - Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ODA - Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Paris	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Pharr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SAT - San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SJT - San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Yoakum	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design Build Development Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funding	\$ 428,543,662	\$ 526,901,321	\$ 596,592,352	\$ 1,251,738,300	\$ 739,810,587	\$ 237,936,580	\$ 124,928,617	\$ 7,246,171	\$ 187,464,054	\$ 15,689,774	\$ 4,116,851,418
<b>TOTAL</b>	<b>\$ 506,967,019</b>	<b>\$ 542,485,321</b>	<b>\$ 1,285,531,396</b>	<b>\$ 1,259,738,300</b>	<b>\$ 808,236,494</b>	<b>\$ 237,936,580</b>	<b>\$ 124,928,617</b>	<b>\$ 7,246,171</b>	<b>\$ 187,464,054</b>	<b>\$ 26,059,942</b>	<b>\$ 4,986,593,894</b>

Notes:

- Non-traditional funding includes Texas Mobility Fund port capital improvements, regional toll revenue, design build and local government commitments.
- Design-build development costs are approved for specific projects through the legislative appropriations request (LAR).
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 21**

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene	\$ 5,835,429	\$ 7,076,360	\$ 5,718,440	\$ 4,184,707	\$ 3,732,975	\$ 3,742,839	\$ 3,655,033	\$ 3,413,509	\$ 3,018,348	\$ 3,103,764	\$ 43,481,405
AMA - Amarillo	\$ 11,036,874	\$ 13,383,917	\$ 10,815,606	\$ 7,914,772	\$ 7,060,386	\$ 7,079,041	\$ 6,912,969	\$ 6,456,160	\$ 5,708,771	\$ 5,870,324	\$ 82,238,819
ATL - Atlanta	\$ 3,745,581	\$ 4,542,097	\$ 3,670,489	\$ 2,686,034	\$ 2,396,081	\$ 2,402,412	\$ 2,346,052	\$ 2,191,025	\$ 1,937,384	\$ 1,992,210	\$ 27,909,368
AUS - Austin	\$ 97,990,780	\$ 118,828,977	\$ 96,026,247	\$ 70,271,222	\$ 62,685,566	\$ 62,851,198	\$ 61,376,724	\$ 57,320,955	\$ 50,685,265	\$ 52,119,610	\$ 730,156,545
BMT - Beaumont	\$ 23,212,177	\$ 28,148,355	\$ 22,746,816	\$ 16,645,934	\$ 14,849,035	\$ 14,888,270	\$ 14,538,994	\$ 13,578,259	\$ 12,006,388	\$ 12,346,158	\$ 172,960,387
BRY - Bryan	\$ 9,843,351	\$ 11,936,585	\$ 9,646,010	\$ 7,058,871	\$ 6,296,878	\$ 6,313,516	\$ 6,165,403	\$ 5,757,993	\$ 5,091,426	\$ 5,235,509	\$ 73,345,544
BWD - Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHS - Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi	\$ 13,114,190	\$ 15,902,984	\$ 12,851,275	\$ 9,404,458	\$ 8,389,263	\$ 8,411,430	\$ 8,214,100	\$ 7,671,313	\$ 6,783,253	\$ 6,975,212	\$ 97,717,479
DAL - Dallas	\$ 216,814,604	\$ 262,921,241	\$ 212,467,874	\$ 155,482,253	\$ 138,698,214	\$ 139,064,690	\$ 135,802,267	\$ 126,828,463	\$ 112,146,323	\$ 115,319,957	\$ 1,615,545,886
ELP - El Paso	\$ 29,051,958	\$ 35,229,992	\$ 28,469,520	\$ 20,833,762	\$ 18,584,794	\$ 18,633,900	\$ 18,196,753	\$ 16,994,313	\$ 15,026,987	\$ 15,452,237	\$ 216,474,215
FTW - Fort Worth	\$ 97,409,460	\$ 118,124,036	\$ 95,456,581	\$ 69,854,345	\$ 62,313,690	\$ 62,478,339	\$ 61,012,613	\$ 56,980,904	\$ 50,384,580	\$ 51,810,415	\$ 725,824,963
HOU - Houston	\$ 262,384,697	\$ 318,182,027	\$ 257,124,372	\$ 188,161,512	\$ 167,849,804	\$ 168,293,307	\$ 164,345,188	\$ 153,485,269	\$ 135,717,237	\$ 139,557,905	\$ 1,955,101,317
LBB - Lubbock	\$ 9,372,972	\$ 11,366,178	\$ 9,185,061	\$ 6,721,553	\$ 5,995,973	\$ 6,011,816	\$ 5,870,780	\$ 5,482,839	\$ 4,848,125	\$ 4,985,322	\$ 69,840,618
LFK - Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo	\$ 9,041,009	\$ 10,963,622	\$ 8,859,754	\$ 6,483,495	\$ 5,783,613	\$ 5,798,895	\$ 5,662,854	\$ 5,288,653	\$ 4,676,419	\$ 4,808,757	\$ 67,367,073
ODA - Odessa	\$ 16,815,151	\$ 20,390,971	\$ 16,478,038	\$ 12,058,494	\$ 10,756,800	\$ 10,785,223	\$ 10,532,204	\$ 9,836,237	\$ 8,697,557	\$ 8,943,689	\$ 125,294,364
PAR - Paris	\$ 9,708,072	\$ 11,772,539	\$ 9,513,444	\$ 6,961,860	\$ 6,210,340	\$ 6,226,749	\$ 6,080,671	\$ 5,678,861	\$ 5,021,454	\$ 5,163,557	\$ 72,337,547
PHR - Pharr	\$ 50,408,172	\$ 61,127,705	\$ 49,397,582	\$ 36,148,746	\$ 32,246,552	\$ 32,331,756	\$ 31,573,261	\$ 29,486,902	\$ 26,073,387	\$ 26,811,239	\$ 375,605,301
SAT - San Antonio	\$ 99,779,211	\$ 120,997,726	\$ 97,778,824	\$ 71,553,743	\$ 63,829,641	\$ 63,998,296	\$ 62,496,912	\$ 58,367,120	\$ 51,610,323	\$ 53,070,845	\$ 743,482,641
SJT - San Angelo	\$ 3,422,032	\$ 4,149,743	\$ 3,353,427	\$ 2,454,010	\$ 2,189,104	\$ 2,194,888	\$ 2,143,397	\$ 2,001,761	\$ 1,770,030	\$ 1,820,120	\$ 25,498,513
TYL - Tyler	\$ 23,370,794	\$ 28,340,703	\$ 22,902,254	\$ 16,759,682	\$ 14,950,503	\$ 14,990,006	\$ 14,638,345	\$ 13,671,044	\$ 12,088,432	\$ 12,430,523	\$ 174,142,287
WAC - Waco	\$ 36,714,540	\$ 44,522,058	\$ 35,978,481	\$ 26,328,758	\$ 23,486,615	\$ 23,548,672	\$ 22,996,226	\$ 21,476,637	\$ 18,990,421	\$ 19,527,832	\$ 273,570,241
WFS - Wichita Falls	\$ 4,493,411	\$ 5,448,956	\$ 4,403,327	\$ 3,222,318	\$ 2,874,475	\$ 2,882,070	\$ 2,814,457	\$ 2,628,478	\$ 2,324,196	\$ 2,389,968	\$ 33,481,656
YKM - Yoakum	\$ 6,774,639	\$ 8,215,298	\$ 6,638,820	\$ 4,858,234	\$ 4,333,796	\$ 4,345,247	\$ 4,243,309	\$ 3,962,911	\$ 3,504,150	\$ 3,603,314	\$ 50,479,719
<b>TOTAL</b>	<b>\$ 1,040,339,105</b>	<b>\$ 1,261,572,072</b>	<b>\$ 1,019,482,242</b>	<b>\$ 746,048,766</b>	<b>\$ 665,514,100</b>	<b>\$ 667,272,559</b>	<b>\$ 651,618,512</b>	<b>\$ 608,559,607</b>	<b>\$ 538,110,457</b>	<b>\$ 553,338,468</b>	<b>\$ 7,751,855,888</b>

Notes:

- Funding allocations and project selection in Categories 2, 4 and 12 are subject to approval 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 performance based planning requirements.
- District allocations used in developing the 10-year target are based on the Category 2 funding target formula. Allocation formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors. Projects selected based on project-specific performance scoring thresholds for three corridor types: mobility, connectivity and strategic corridors on the state highway network.
- Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 22**

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
Statewide Connectivity (Rural)	\$ 687,541,085	\$ 1,677,833,398	\$ 1,320,817,903	\$ 1,051,536,487	\$ 970,388,419	\$ 932,291,472	\$ 926,721,438	\$ 873,011,725	\$ 787,195,554	\$ 801,240,243	\$10,028,577,722
<b>TOTAL</b>	<b>\$ 687,541,085</b>	<b>\$ 1,677,833,398</b>	<b>\$ 1,320,817,903</b>	<b>\$ 1,051,536,487</b>	<b>\$ 970,388,419</b>	<b>\$ 932,291,472</b>	<b>\$ 926,721,438</b>	<b>\$ 873,011,725</b>	<b>\$ 787,195,554</b>	<b>\$ 801,240,243</b>	<b>\$10,028,577,722</b>

- Notes:
- Funding allocations and project selection in Categories 2, 4 and 12 are subject to approval 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 performance based planning requirements.
  - Funds distributed to districts based on performance scoring thresholds on project-specific basis for three corridor types: mobility, connectivity and strategic corridors on the state highway network.
  - Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
  - These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.
  - For more details on project authorizations see the Highway Project Listings section in the UTP.

**TABLE 23**

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
AMA - Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - CAMPO MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT - SETRPC MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRY - Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL/FTW/PAR - NCTCOG MPO	\$ 102,188,978	\$ 104,232,890	\$ 106,317,681	\$ 102,229,058	\$ 102,229,058	\$ 102,229,058	\$ 102,229,058	\$ 102,229,058	\$ 102,229,058	\$ 102,229,058	\$ 1,028,342,951
ELP - El Paso MPO	\$ 9,780,145	\$ 9,975,761	\$ 10,175,289	\$ 9,783,981	\$ 9,783,981	\$ 9,783,981	\$ 9,783,981	\$ 9,783,981	\$ 9,783,981	\$ 9,783,981	\$ 98,419,063
HOU/BMT - HGAC MPO	\$ 96,151,021	\$ 98,074,167	\$ 100,035,775	\$ 96,188,733	\$ 96,188,733	\$ 96,188,733	\$ 96,188,733	\$ 96,188,733	\$ 96,188,733	\$ 96,188,733	\$ 967,582,095
LBB - Lubbock MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo Webb County Area MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ODA - Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Grayson County MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Rio Grande Valley MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SAT - AAMPO	\$ 22,701,232	\$ 23,155,286	\$ 23,618,422	\$ 22,710,136	\$ 22,710,136	\$ 22,710,136	\$ 22,710,136	\$ 22,710,136	\$ 22,710,136	\$ 22,710,136	\$ 228,445,891
SJT - San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Killeen-Temple MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 230,821,377</b>	<b>\$ 235,438,104</b>	<b>\$ 240,147,166</b>	<b>\$ 230,911,908</b>	<b>\$ 230,911,908</b>	<b>\$ 230,911,908</b>	<b>\$ 230,911,908</b>	<b>\$ 230,911,908</b>	<b>\$ 230,911,908</b>	<b>\$ 230,911,908</b>	<b>\$ 2,322,790,000</b>

Notes:

- CMAQ is distributed by population weighted by air quality severity to non-attainment areas. Non attainment areas are designated by EPA. Project selection in non-attainment areas will be coordinated between TxDOT districts and MPOs.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.



**TABLE 24**

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

DISTRICT/MPD/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
Statewide Bridge Programs	\$ 576,000,000	\$ 500,000,000	\$ 457,014,622	\$ 449,799,732	\$ 449,799,732	\$ 449,799,732	\$ 449,799,732	\$ 449,799,732	\$ 449,799,732	\$ 449,799,732	\$ 4,681,612,746
<b>TOTAL</b>	<b>\$ 576,000,000</b>	<b>\$ 500,000,000</b>	<b>\$ 457,014,622</b>	<b>\$ 449,799,732</b>	<b>\$ 449,799,732</b>	<b>\$ 449,799,732</b>	<b>\$ 449,799,732</b>	<b>\$ 449,799,732</b>	<b>\$ 449,799,732</b>	<b>\$ 449,799,732</b>	<b>\$ 4,681,612,746</b>

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

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - CAMPO MPO	\$ 47,130,920	\$ 48,073,599	\$ 49,035,132	\$ 47,149,405	\$ 47,149,405	\$ 47,149,405	\$ 47,149,405	\$ 47,149,405	\$ 47,149,405	\$ 47,149,405	\$ 474,285,486
BMT - SETRPC MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRY - Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi MPO	\$ 11,072,350	\$ 11,293,811	\$ 11,519,702	\$ 11,076,692	\$ 11,076,692	\$ 11,076,692	\$ 11,076,692	\$ 11,076,692	\$ 11,076,692	\$ 11,076,692	\$ 111,422,709
DAL/FTW/PAR - NCTCOG MPO	\$ 189,852,143	\$ 193,649,433	\$ 197,522,668	\$ 189,926,606	\$ 189,926,606	\$ 189,926,606	\$ 189,926,606	\$ 189,926,606	\$ 189,926,606	\$ 189,926,606	\$ 1,910,510,483
ELP - El Paso MPO	\$ 26,719,223	\$ 27,253,642	\$ 27,798,750	\$ 26,729,703	\$ 26,729,703	\$ 26,729,703	\$ 26,729,703	\$ 26,729,703	\$ 26,729,703	\$ 26,729,703	\$ 268,879,533
HOU/BMT - HGAC MPO	\$ 179,342,736	\$ 182,929,824	\$ 186,588,653	\$ 179,413,076	\$ 179,413,076	\$ 179,413,076	\$ 179,413,076	\$ 179,413,076	\$ 179,413,076	\$ 179,413,076	\$ 1,804,752,745
LBB - Lubbock MPO	\$ 8,211,006	\$ 8,375,237	\$ 8,542,753	\$ 8,214,227	\$ 8,214,227	\$ 8,214,227	\$ 8,214,227	\$ 8,214,227	\$ 8,214,227	\$ 8,214,227	\$ 82,628,585
LRD - Laredo Webb County Area MPO	\$ 8,154,757	\$ 8,317,863	\$ 8,484,231	\$ 8,157,956	\$ 8,157,956	\$ 8,157,956	\$ 8,157,956	\$ 8,157,956	\$ 8,157,956	\$ 8,157,956	\$ 82,062,540
ODA - Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Grayson County MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Rio Grande Valley MPO	\$ 32,739,761	\$ 33,394,598	\$ 34,062,533	\$ 32,752,602	\$ 32,752,602	\$ 32,752,602	\$ 32,752,602	\$ 32,752,602	\$ 32,752,602	\$ 32,752,602	\$ 329,465,102
SAT - AAMPO	\$ 60,822,872	\$ 62,039,409	\$ 63,280,276	\$ 60,846,728	\$ 60,846,728	\$ 60,846,728	\$ 60,846,728	\$ 60,846,728	\$ 60,846,728	\$ 60,846,728	\$ 612,069,650
SJT - San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Killeen-Temple MPO	\$ 7,528,612	\$ 7,679,194	\$ 7,832,788	\$ 7,531,565	\$ 7,531,565	\$ 7,531,565	\$ 7,531,565	\$ 7,531,565	\$ 7,531,565	\$ 7,531,565	\$ 75,761,552
WAC - Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 571,574,380</b>	<b>\$ 583,006,611</b>	<b>\$ 594,667,485</b>	<b>\$ 571,798,558</b>	<b>\$ 571,798,558</b>	<b>\$ 571,798,558</b>	<b>\$ 571,798,558</b>	<b>\$ 571,798,558</b>	<b>\$ 571,798,558</b>	<b>\$ 571,798,558</b>	<b>\$ 5,751,838,385</b>

Notes:

- Category 7 distributed to MPOs with urbanized area population over 200,000. Projects are selected by MPOs.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
Statewide Traffic Safety Programs	\$ 352,390,477	\$ 359,838,771	\$ 367,436,029	\$ 352,536,533	\$ 352,536,533	\$ 352,536,533	\$ 352,536,533	\$ 352,536,533	\$ 352,536,533	\$ 352,536,533	\$ 3,547,421,009
Federal Railway-Highway Safety Program	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
<b>TOTAL</b>	<b>\$ 372,390,477</b>	<b>\$ 379,838,771</b>	<b>\$ 387,436,029</b>	<b>\$ 372,536,533</b>	<b>\$ 372,536,533</b>	<b>\$ 372,536,533</b>	<b>\$ 372,536,533</b>	<b>\$ 372,536,533</b>	<b>\$ 372,536,533</b>	<b>\$ 372,536,533</b>	<b>\$ 3,747,421,009</b>

Notes:

- Safety program is managed by the Traffic Safety Division and includes the Highway Safety Improvement Program and Systemic Widening Program. Safety projects are selected based on need measured by the safety improvement index, roadway safety and project-specific characteristics.
- Federal Railway-Highway Safety Program \$20.0(M) per year is administered by the Rail Division with projects selected based on the railroad crossing index to reduce fatalities, injuries and crashes at public grade crossings.
- Statewide \$15.5(M) per year for Systemic Widening Program is administered by the Traffic Safety Division.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Texarkana MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - CAMPO MPO	\$ 5,464,985	\$ 5,574,292	\$ 5,685,785	\$ 5,467,128	\$ 5,467,128	\$ 5,467,128	\$ 5,467,128	\$ 5,467,128	\$ 5,467,128	\$ 5,467,128	\$ 54,994,958
BMT - SETRPC MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRY - Bryan-College Station MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi MPO	\$ 1,283,875	\$ 1,309,555	\$ 1,335,747	\$ 1,284,379	\$ 1,284,379	\$ 1,284,379	\$ 1,284,379	\$ 1,284,379	\$ 1,284,379	\$ 1,284,379	\$ 12,919,830
DAL/FTW/PAR - NCTCOG MPO	\$ 22,013,980	\$ 22,454,288	\$ 22,903,402	\$ 22,022,614	\$ 22,022,614	\$ 22,022,614	\$ 22,022,614	\$ 22,022,614	\$ 22,022,614	\$ 22,022,614	\$ 221,529,968
ELP - El Paso MPO	\$ 3,098,182	\$ 3,160,149	\$ 3,223,356	\$ 3,099,397	\$ 3,099,397	\$ 3,099,397	\$ 3,099,397	\$ 3,099,397	\$ 3,099,397	\$ 3,099,397	\$ 31,177,466
HOU/BMT - HGAC MPO	\$ 20,795,380	\$ 21,211,314	\$ 21,635,567	\$ 20,803,536	\$ 20,803,536	\$ 20,803,536	\$ 20,803,536	\$ 20,803,536	\$ 20,803,536	\$ 20,803,536	\$ 209,267,013
LBB - Lubbock MPO	\$ 952,093	\$ 971,136	\$ 990,560	\$ 952,467	\$ 952,467	\$ 952,467	\$ 952,467	\$ 952,467	\$ 952,467	\$ 952,467	\$ 9,581,058
LRD - Laredo Webb County Area MPO	\$ 945,571	\$ 964,484	\$ 983,774	\$ 945,942	\$ 945,942	\$ 945,942	\$ 945,942	\$ 945,942	\$ 945,942	\$ 945,942	\$ 9,515,423
ODA - Permian Basin MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Grayson County MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PHR - Rio Grande Valley MPO	\$ 3,796,283	\$ 3,872,213	\$ 3,949,663	\$ 3,797,772	\$ 3,797,772	\$ 3,797,772	\$ 3,797,772	\$ 3,797,772	\$ 3,797,772	\$ 3,797,772	\$ 38,202,563
SAT - AAMPO	\$ 7,052,612	\$ 7,193,673	\$ 7,337,556	\$ 7,055,378	\$ 7,055,378	\$ 7,055,378	\$ 7,055,378	\$ 7,055,378	\$ 7,055,378	\$ 7,055,378	\$ 70,971,487
SJT - San Angelo MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Longview MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Killeen-Temple MPO	\$ 872,967	\$ 890,428	\$ 908,238	\$ 873,310	\$ 873,310	\$ 873,310	\$ 873,310	\$ 873,310	\$ 873,310	\$ 873,310	\$ 8,784,803
WAC - Waco MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Victoria MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Flex Program	\$ 71,699,854	\$ 73,133,945	\$ 74,596,717	\$ 71,727,977	\$ 71,727,977	\$ 71,727,977	\$ 71,727,977	\$ 71,727,977	\$ 71,727,976	\$ 71,727,976	\$ 721,526,353
Transportation Alternatives Program - Non-TMAs	\$ 34,585,323	\$ 35,277,074	\$ 35,982,660	\$ 34,598,887	\$ 34,598,887	\$ 34,598,887	\$ 34,598,887	\$ 34,598,887	\$ 34,598,887	\$ 34,598,887	\$ 348,037,266
<b>TOTAL</b>	<b>\$ 172,561,105</b>	<b>\$ 176,012,551</b>	<b>\$ 179,533,025</b>	<b>\$ 172,628,787</b>	<b>\$ 172,628,787</b>	<b>\$ 172,628,787</b>	<b>\$ 172,628,787</b>	<b>\$ 172,628,787</b>	<b>\$ 172,628,786</b>	<b>\$ 172,628,786</b>	<b>\$1,736,508,188</b>

Notes:

- MPOs with urbanized area population over 200,000 (known as Transportation Management Areas) receive an allocation of Transportation Alternatives (TA) funding. The MPOs select TA projects through a competitive process, in consultation with TxDOT.
- TxDOT Public Transportation Division (PTN) manages TA projects for areas with populations below 200,000. TA projects are evaluated, ranked and prioritized by PTN with the Texas Transportation Commission selecting projects for funding.
- Statewide TA Flex is administered by Public Transportation Division.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

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

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTALS
ABL - Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AMA - Amarillo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ATL - Atlanta	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AUS - Austin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BMT - Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRY - Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BWD - Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CHS - Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CRP - Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DAL - Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ELP - El Paso	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTW - Fort Worth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HOU - Houston	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LBB - Lubbock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LFK - Lufkin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LRD - Laredo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ODA - Odessa	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAR - Paris	\$ -	\$ -	\$ 2,554,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,554,918
PHR - Pharr	\$ 80,000	\$ 4,400,588	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,480,589
SAT - San Antonio	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SJT - San Angelo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TYL - Tyler	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WAC - Waco	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WFS - Wichita Falls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
YKM - Yoakum	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Americans with Disabilities Act	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ferry 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	\$ 150,000,000
Green Ribbon Program	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 200,000,000
Landscape Incentive Awards Program	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 20,000,000
Railroad Grade Crossing Program	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 35,000,000
Railroad Signal Maintenance Program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 11,000,000
Texas Parks and Wildlife Program	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 100,000,000
Safety Rest Area / Truck Parking	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 300,000,000
ITS	\$ 10,000,000	\$ 150,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,000,000
<b>TOTAL</b>	<b>\$ 111,680,000</b>	<b>\$ 256,000,588</b>	<b>\$ 104,154,918</b>	<b>\$ 101,600,000</b>	<b>\$ 101,600,000</b>	<b>\$ 101,600,000</b>	<b>\$ 101,600,000</b>	<b>\$ 101,600,000</b>	<b>\$ 101,600,000</b>	<b>\$ 101,600,000</b>	<b>\$1,183,035,507</b>

Notes:

- Allocations support special programs and TxDOT Initiatives. Individual district allocations includes federal earmark funding and state match.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 29**  
**CATEGORY 10: CARBON REDUCTION**

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 1,345,541	\$ 466,574	\$ 475,906	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 5,491,250
AMA - Amarillo MPO	\$ 2,396,306	\$ 830,932	\$ 847,552	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 9,779,492
ATL - Texarkana MPO	\$ 634,744	\$ 220,101	\$ 224,503	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 2,590,437
AUS - CAMPO MPO	\$ 17,245,527	\$ 5,979,980	\$ 6,099,587	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 70,380,213
BMT - SETRPC MPO	\$ 3,668,731	\$ 1,272,152	\$ 1,297,597	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 14,972,351
BRY - Bryan-College Station MPO	\$ 2,087,936	\$ 724,003	\$ 738,484	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 8,521,016
CRP - Corpus Christi MPO	\$ 3,900,223	\$ 1,352,423	\$ 1,379,474	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 15,917,085
DAL/FTW/PAR - NCTCOG MPO	\$ 68,947,099	\$ 23,907,780	\$ 24,385,966	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 281,377,987
ELP - El Paso MPO	\$ 9,411,814	\$ 3,263,598	\$ 3,328,874	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 38,410,280
HOU/BMT - HGAC MPO	\$ 65,381,443	\$ 22,671,369	\$ 23,124,826	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 266,826,291
LBB - Lubbock MPO	\$ 2,892,316	\$ 1,002,926	\$ 1,022,986	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 11,803,744
LRD - Laredo Webb County Area MPO	\$ 2,872,502	\$ 996,056	\$ 1,015,978	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 11,722,883
ODA - Permian Basin MPO	\$ 2,975,862	\$ 1,031,896	\$ 1,052,535	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 12,144,701
PAR - Grayson County MPO	\$ 754,288	\$ 261,553	\$ 266,785	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 3,078,301
PHR - Rio Grande Valley MPO	\$ 13,185,672	\$ 4,572,203	\$ 4,663,653	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 53,811,658
SAT - AAMPO	\$ 21,424,782	\$ 7,429,159	\$ 7,577,752	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 87,436,051
SJT - San Angelo MPO	\$ 1,133,061	\$ 392,895	\$ 400,753	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 4,624,102
TYL - Longview MPO	\$ 1,204,958	\$ 417,826	\$ 426,183	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 4,917,519
TYL - Tyler MPO	\$ 1,587,133	\$ 550,347	\$ 561,355	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 6,477,203
WAC - Killeen-Temple MPO	\$ 3,753,395	\$ 1,301,510	\$ 1,327,542	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 15,317,869
WAC - Waco MPO	\$ 2,100,523	\$ 728,368	\$ 742,936	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 8,572,383
WFS - Wichita Falls MPO	\$ 1,211,698	\$ 420,163	\$ 428,567	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 4,945,024
YKM - Victoria MPO	\$ 776,014	\$ 269,087	\$ 274,469	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 3,166,969
Carbon Reduction Program - Non-TMAs/ MPOs	\$ 75,521,306	\$ 26,187,422	\$ 26,711,204	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 308,207,791
<b>TOTAL</b>	<b>\$ 306,412,874</b>	<b>\$ 106,250,323</b>	<b>\$ 108,375,464</b>	<b>\$ 104,207,706</b>	<b>\$ 104,207,706</b>	<b>\$ 104,207,706</b>	<b>\$ 104,207,706</b>	<b>\$ 104,207,706</b>	<b>\$ 104,207,706</b>	<b>\$ 104,207,706</b>	<b>\$1,250,492,601</b>

Notes:

- Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 30**  
**CATEGORY 11: DISTRICT DISCRETIONARY**

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene	\$ 4,632,034	\$ 4,606,422	\$ 3,999,493	\$ 4,017,986	\$ 4,043,944	\$ 3,855,459	\$ 3,942,072	\$ 3,915,889	\$ 3,864,868	\$ 3,893,259	\$ 40,771,426
AMA - Amarillo	\$ 5,020,844	\$ 4,990,561	\$ 4,272,950	\$ 4,294,814	\$ 4,325,506	\$ 4,102,648	\$ 4,205,056	\$ 4,174,098	\$ 4,113,773	\$ 4,147,342	\$ 43,647,593
ATL - Atlanta	\$ 4,749,281	\$ 4,722,261	\$ 4,081,955	\$ 4,101,464	\$ 4,128,850	\$ 3,929,999	\$ 4,021,375	\$ 3,993,753	\$ 3,939,926	\$ 3,969,879	\$ 41,638,743
AUS - Austin	\$ 32,524,084	\$ 9,002,388	\$ 7,128,838	\$ 7,185,922	\$ 7,266,054	\$ 6,684,212	\$ 6,951,581	\$ 6,870,756	\$ 6,713,258	\$ 6,800,900	\$ 97,127,994
BMT - Beaumont	\$ 5,333,211	\$ 5,299,176	\$ 4,492,642	\$ 4,517,216	\$ 4,551,712	\$ 4,301,238	\$ 4,416,336	\$ 4,381,542	\$ 4,313,742	\$ 4,351,470	\$ 45,958,285
BRY - Bryan	\$ 5,389,683	\$ 5,354,969	\$ 4,532,360	\$ 4,557,423	\$ 4,592,606	\$ 4,337,140	\$ 4,454,532	\$ 4,419,045	\$ 4,349,893	\$ 4,388,374	\$ 46,376,026
BWD - Brownwood	\$ 3,682,598	\$ 3,668,392	\$ 3,331,740	\$ 3,341,997	\$ 3,356,396	\$ 3,251,847	\$ 3,299,889	\$ 3,285,366	\$ 3,257,066	\$ 3,272,814	\$ 33,748,104
CHS - Childress	\$ 3,515,825	\$ 3,503,622	\$ 3,214,446	\$ 3,223,257	\$ 3,235,625	\$ 3,145,819	\$ 3,187,087	\$ 3,174,612	\$ 3,150,303	\$ 3,163,830	\$ 32,514,425
CRP - Corpus Christi	\$ 5,301,588	\$ 5,267,933	\$ 4,470,401	\$ 4,494,701	\$ 4,528,812	\$ 4,281,133	\$ 4,394,947	\$ 4,360,541	\$ 4,293,498	\$ 4,330,805	\$ 45,724,360
DAL - Dallas	\$ 13,348,433	\$ 13,218,112	\$ 10,129,875	\$ 10,223,969	\$ 10,356,053	\$ 9,396,982	\$ 9,837,696	\$ 9,704,470	\$ 9,444,860	\$ 9,589,323	\$ 105,249,774
ELP - El Paso	\$ 4,961,719	\$ 4,932,146	\$ 4,231,366	\$ 4,252,718	\$ 4,282,690	\$ 4,065,058	\$ 4,165,065	\$ 4,134,833	\$ 4,075,923	\$ 4,108,704	\$ 43,210,222
FTW - Fort Worth	\$ 9,575,878	\$ 9,490,876	\$ 7,476,577	\$ 7,537,950	\$ 7,624,101	\$ 6,998,549	\$ 7,286,003	\$ 7,199,107	\$ 7,029,777	\$ 7,124,003	\$ 77,342,820
HOU - Houston	\$ 15,410,435	\$ 15,255,343	\$ 11,580,113	\$ 11,692,092	\$ 11,849,282	\$ 10,707,917	\$ 11,232,398	\$ 11,073,850	\$ 10,764,895	\$ 10,936,817	\$ 120,503,143
LBB - Lubbock	\$ 5,169,367	\$ 5,137,300	\$ 4,377,408	\$ 4,400,561	\$ 4,433,061	\$ 4,197,072	\$ 4,305,514	\$ 4,272,733	\$ 4,208,853	\$ 4,244,400	\$ 44,746,269
LFK - Lufkin	\$ 4,398,752	\$ 4,375,943	\$ 3,835,423	\$ 3,851,892	\$ 3,875,010	\$ 3,707,148	\$ 3,784,284	\$ 3,760,966	\$ 3,715,528	\$ 3,740,812	\$ 39,045,756
LRD - Laredo	\$ 4,130,983	\$ 4,111,391	\$ 3,647,096	\$ 3,661,243	\$ 3,681,101	\$ 3,536,911	\$ 3,603,169	\$ 3,583,140	\$ 3,544,109	\$ 3,565,828	\$ 37,064,972
ODA - Odessa	\$ 5,484,529	\$ 5,448,676	\$ 4,599,066	\$ 4,624,953	\$ 4,661,291	\$ 4,397,439	\$ 4,518,685	\$ 4,482,033	\$ 4,410,611	\$ 4,450,355	\$ 47,077,637
PAR - Paris	\$ 4,949,635	\$ 4,920,207	\$ 4,222,867	\$ 4,244,114	\$ 4,273,939	\$ 4,057,376	\$ 4,156,891	\$ 4,126,808	\$ 4,068,187	\$ 4,100,807	\$ 43,120,832
PHR - Pharr	\$ 5,863,121	\$ 5,822,721	\$ 4,865,337	\$ 4,894,507	\$ 4,935,454	\$ 4,638,133	\$ 4,774,758	\$ 4,733,457	\$ 4,652,975	\$ 4,697,760	\$ 49,878,223
SAT - San Antonio	\$ 10,411,056	\$ 10,316,021	\$ 8,063,971	\$ 8,132,588	\$ 8,228,908	\$ 7,529,520	\$ 7,850,904	\$ 7,753,751	\$ 7,564,434	\$ 7,669,782	\$ 83,520,935
SJT - San Angelo	\$ 4,073,107	\$ 4,054,210	\$ 3,606,391	\$ 3,620,036	\$ 3,639,189	\$ 3,500,116	\$ 3,564,023	\$ 3,544,704	\$ 3,507,059	\$ 3,528,007	\$ 36,636,842
TYL - Tyler	\$ 5,761,637	\$ 5,722,455	\$ 4,793,961	\$ 4,822,251	\$ 4,861,963	\$ 4,573,613	\$ 4,706,116	\$ 4,666,061	\$ 4,588,008	\$ 4,631,442	\$ 49,127,507
WAC - Waco	\$ 5,997,596	\$ 5,955,580	\$ 4,959,915	\$ 4,990,251	\$ 5,032,836	\$ 4,723,626	\$ 4,865,715	\$ 4,822,762	\$ 4,739,062	\$ 4,785,638	\$ 50,872,981
WFS - Wichita Falls	\$ 4,197,757	\$ 4,177,362	\$ 3,694,060	\$ 3,708,785	\$ 3,729,456	\$ 3,579,363	\$ 3,648,334	\$ 3,627,485	\$ 3,586,856	\$ 3,609,464	\$ 37,558,924
YKM - Yoakum	\$ 5,546,520	\$ 5,509,923	\$ 4,642,666	\$ 4,669,090	\$ 4,706,183	\$ 4,436,851	\$ 4,560,614	\$ 4,523,201	\$ 4,450,296	\$ 4,490,865	\$ 47,536,208
Border State Infrastructure	\$ 60,000,000	\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000,000
Cost Overruns /Change Orders	\$ 390,000,000	\$ 390,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 780,000,000
<b>TOTAL</b>	<b>\$ 629,429,675</b>	<b>\$ 604,863,990</b>	<b>\$ 128,250,916</b>	<b>\$ 129,061,780</b>	<b>\$ 130,200,022</b>	<b>\$ 121,935,171</b>	<b>\$ 125,733,044</b>	<b>\$ 124,584,963</b>	<b>\$ 122,347,757</b>	<b>\$ 123,592,682</b>	<b>\$ 2,240,000,000</b>

Notes:

- District discretionary includes \$2.5 million per year for each district, in accordance with Rider 11A, and additional funding allocated through the Category 11 discretionary formula based on on-system vehicle miles traveled (VMT), on-system lane miles, and annual truck VMT.
- Category 11 Cost Overruns / Change Orders FY 2024-FY 2025 allocation will be managed by a governance committee to help provide additional funding for costs that are realized at letting and during construction. Historically, these costs have been covered by Category 1.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 31**  
**CATEGORY 11: SAFETY**

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene	\$ 7,333,168	\$ 4,442,506	\$ 3,162,475	\$ 3,201,476	\$ 3,256,223	\$ 2,858,701	\$ 3,041,371	\$ 2,986,151	\$ 2,878,546	\$ 2,938,424	\$ 36,099,040
AMA - Amarillo	\$ 7,133,244	\$ 4,321,390	\$ 3,076,256	\$ 3,114,194	\$ 3,167,448	\$ 2,780,765	\$ 2,958,454	\$ 2,904,739	\$ 2,800,068	\$ 2,858,314	\$ 35,114,872
ATL - Atlanta	\$ 9,099,807	\$ 5,512,753	\$ 3,924,349	\$ 3,972,746	\$ 4,040,682	\$ 3,547,393	\$ 3,774,070	\$ 3,705,546	\$ 3,572,019	\$ 3,646,322	\$ 44,795,687
AUS - Austin	\$ 14,350,205	\$ 8,693,496	\$ 6,188,617	\$ 6,264,937	\$ 6,372,071	\$ 5,594,165	\$ 5,951,629	\$ 5,843,569	\$ 5,632,999	\$ 5,750,174	\$ 70,641,862
BMT - Beaumont	\$ 8,604,664	\$ 5,212,791	\$ 3,710,816	\$ 3,756,579	\$ 3,820,818	\$ 3,354,371	\$ 3,568,713	\$ 3,503,919	\$ 3,377,656	\$ 3,447,917	\$ 42,358,245
BRY - Bryan	\$ 8,503,687	\$ 5,151,618	\$ 3,667,269	\$ 3,712,495	\$ 3,775,980	\$ 3,315,007	\$ 3,526,834	\$ 3,462,800	\$ 3,338,019	\$ 3,407,455	\$ 41,861,162
BWD - Brownwood	\$ 6,542,844	\$ 3,963,720	\$ 2,821,643	\$ 2,856,440	\$ 2,905,287	\$ 2,550,608	\$ 2,713,591	\$ 2,664,322	\$ 2,568,314	\$ 2,621,739	\$ 32,208,508
CHS - Childress	\$ 4,224,674	\$ 2,559,349	\$ 1,821,917	\$ 1,844,386	\$ 1,875,926	\$ 1,646,912	\$ 1,752,149	\$ 1,720,336	\$ 1,658,344	\$ 1,692,840	\$ 20,796,833
CRP - Corpus Christi	\$ 7,446,696	\$ 4,511,282	\$ 3,211,435	\$ 3,251,039	\$ 3,306,634	\$ 2,902,958	\$ 3,088,456	\$ 3,032,381	\$ 2,923,110	\$ 2,983,915	\$ 36,657,905
DAL - Dallas	\$ 20,757,681	\$ 12,575,208	\$ 8,951,881	\$ 9,062,279	\$ 9,217,249	\$ 8,092,003	\$ 8,609,077	\$ 8,452,768	\$ 8,148,176	\$ 8,317,670	\$ 102,183,991
ELP - El Paso	\$ 5,907,632	\$ 3,578,902	\$ 2,547,704	\$ 2,579,123	\$ 2,623,227	\$ 2,302,983	\$ 2,450,142	\$ 2,405,656	\$ 2,318,969	\$ 2,367,208	\$ 29,081,547
FTW - Fort Worth	\$ 15,024,469	\$ 9,101,972	\$ 6,479,397	\$ 6,559,304	\$ 6,671,471	\$ 5,857,015	\$ 6,231,275	\$ 6,118,137	\$ 5,897,673	\$ 6,020,354	\$ 73,961,066
HOU - Houston	\$ 24,163,810	\$ 14,638,675	\$ 10,420,796	\$ 10,549,309	\$ 10,729,708	\$ 9,419,820	\$ 10,021,741	\$ 9,839,783	\$ 9,485,210	\$ 9,682,517	\$ 118,951,370
LBB - Lubbock	\$ 7,845,555	\$ 4,752,915	\$ 3,383,445	\$ 3,425,171	\$ 3,483,743	\$ 3,058,446	\$ 3,253,879	\$ 3,194,801	\$ 3,079,677	\$ 3,143,739	\$ 38,621,372
LFK - Lufkin	\$ 9,431,706	\$ 5,713,821	\$ 4,067,483	\$ 4,117,644	\$ 4,188,058	\$ 3,676,778	\$ 3,911,722	\$ 3,840,700	\$ 3,702,302	\$ 3,779,315	\$ 46,429,529
LRD - Laredo	\$ 4,516,889	\$ 2,736,376	\$ 1,947,937	\$ 1,971,960	\$ 2,005,681	\$ 1,760,827	\$ 1,873,343	\$ 1,839,329	\$ 1,773,050	\$ 1,809,932	\$ 22,235,324
ODA - Odessa	\$ 8,284,869	\$ 5,019,055	\$ 3,572,902	\$ 3,616,964	\$ 3,678,816	\$ 3,229,705	\$ 3,436,081	\$ 3,373,694	\$ 3,252,125	\$ 3,319,774	\$ 40,783,986
PAR - Paris	\$ 9,468,363	\$ 5,736,028	\$ 4,083,292	\$ 4,133,648	\$ 4,204,336	\$ 3,691,068	\$ 3,926,926	\$ 3,855,627	\$ 3,716,691	\$ 3,794,004	\$ 46,609,983
PHR - Pharr	\$ 7,947,823	\$ 4,814,870	\$ 3,427,549	\$ 3,469,819	\$ 3,529,154	\$ 3,098,314	\$ 3,296,294	\$ 3,236,445	\$ 3,119,821	\$ 3,184,718	\$ 39,124,808
SAT - San Antonio	\$ 14,306,622	\$ 8,667,093	\$ 6,169,821	\$ 6,245,909	\$ 6,352,718	\$ 5,577,175	\$ 5,933,553	\$ 5,825,822	\$ 5,615,891	\$ 5,732,710	\$ 70,427,313
SJT - San Angelo	\$ 6,152,793	\$ 3,727,423	\$ 2,653,431	\$ 2,686,154	\$ 2,732,089	\$ 2,398,554	\$ 2,551,820	\$ 2,505,488	\$ 2,415,204	\$ 2,465,444	\$ 30,288,399
TYL - Tyler	\$ 12,282,127	\$ 7,440,634	\$ 5,296,745	\$ 5,362,066	\$ 5,453,761	\$ 4,787,963	\$ 5,093,911	\$ 5,001,424	\$ 4,821,200	\$ 4,921,488	\$ 60,461,321
WAC - Waco	\$ 9,444,816	\$ 5,721,763	\$ 4,073,136	\$ 4,123,368	\$ 4,193,880	\$ 3,681,889	\$ 3,917,159	\$ 3,846,038	\$ 3,707,448	\$ 3,784,568	\$ 46,494,065
WFS - Wichita Falls	\$ 5,567,369	\$ 3,372,767	\$ 2,400,963	\$ 2,430,573	\$ 2,472,137	\$ 2,170,337	\$ 2,309,020	\$ 2,267,097	\$ 2,185,403	\$ 2,230,863	\$ 27,406,529
YKM - Yoakum	\$ 7,787,852	\$ 4,717,958	\$ 3,358,560	\$ 3,399,979	\$ 3,458,121	\$ 3,035,952	\$ 3,229,947	\$ 3,171,303	\$ 3,057,027	\$ 3,120,617	\$ 38,337,315
<b>TOTAL</b>	<b>\$ 242,129,363</b>	<b>\$ 146,684,362</b>	<b>\$ 104,419,820</b>	<b>\$ 105,707,562</b>	<b>\$ 107,515,218</b>	<b>\$ 94,389,709</b>	<b>\$ 100,421,157</b>	<b>\$ 98,597,876</b>	<b>\$ 95,044,942</b>	<b>\$ 97,022,022</b>	<b>\$ 1,191,932,030</b>

Notes:

- District safety funding allocated through the Category 11 safety formula based on on-system vehicle miles traveled (VMT), lane miles, and severe crashes.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.



**TABLE 32**  
**CATEGORY 11: ENERGY SECTOR**

DISTRICT/MP/ DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene	\$ 67,281,510	\$ 22,849,840	\$ 18,994,280	\$ 16,652,339	\$ 16,110,667	\$ 16,063,000	\$ 16,146,058	\$ 15,885,488	\$ 15,369,731	\$ 15,674,102	\$ 221,027,016
AMA - Amarillo	\$ 64,058,752	\$ 10,016,453	\$ 8,326,330	\$ 7,299,717	\$ 7,062,270	\$ 7,041,374	\$ 7,077,784	\$ 6,963,560	\$ 6,737,473	\$ 6,870,897	\$ 131,454,611
ATL - Atlanta	\$ 29,366,504	\$ 8,002,195	\$ 6,651,947	\$ 5,831,781	\$ 5,642,083	\$ 5,625,389	\$ 5,654,477	\$ 5,563,224	\$ 5,382,601	\$ 5,489,194	\$ 83,209,395
AUS - Austin	\$ 4,553,122	\$ 4,556,109	\$ 3,787,335	\$ 3,320,368	\$ 3,212,362	\$ 3,202,857	\$ 3,219,419	\$ 3,167,463	\$ 3,064,624	\$ 3,125,313	\$ 35,208,971
BMT - Beaumont	\$ 27,452,032	\$ 6,096,622	\$ 5,067,911	\$ 4,443,052	\$ 4,298,527	\$ 4,285,809	\$ 4,307,970	\$ 4,238,446	\$ 4,100,836	\$ 4,182,046	\$ 68,473,250
BRY - Bryan	\$ 7,294,060	\$ 7,298,844	\$ 6,067,276	\$ 5,319,198	\$ 5,146,174	\$ 5,130,947	\$ 5,157,479	\$ 5,074,246	\$ 4,909,499	\$ 5,006,723	\$ 56,404,446
BWD - Brownwood	\$ 5,339,274	\$ 5,342,776	\$ 4,441,264	\$ 3,893,669	\$ 3,767,014	\$ 3,755,869	\$ 3,775,290	\$ 3,714,363	\$ 3,593,768	\$ 3,664,936	\$ 41,288,223
CHS - Childress	\$ 2,942,518	\$ 2,944,447	\$ 2,447,617	\$ 2,145,833	\$ 2,076,033	\$ 2,069,890	\$ 2,080,593	\$ 2,047,016	\$ 1,980,555	\$ 2,019,776	\$ 22,754,278
CRP - Corpus Christi	\$ 82,187,705	\$ 17,736,587	\$ 14,743,811	\$ 12,925,940	\$ 12,505,481	\$ 12,468,481	\$ 12,532,953	\$ 12,330,693	\$ 11,930,350	\$ 12,166,609	\$ 201,528,610
DAL - Dallas	\$ 12,388,316	\$ 12,396,441	\$ 10,304,732	\$ 9,034,187	\$ 8,740,320	\$ 8,714,460	\$ 8,759,521	\$ 8,618,157	\$ 8,338,350	\$ 8,503,476	\$ 95,797,961
ELP - El Paso	\$ 37,268,834	\$ 11,658,494	\$ 9,691,302	\$ 8,496,392	\$ 8,220,019	\$ 8,195,698	\$ 8,238,076	\$ 8,105,128	\$ 7,841,977	\$ 7,997,274	\$ 115,713,193
FTW - Fort Worth	\$ 12,437,347	\$ 12,445,504	\$ 10,345,517	\$ 9,069,943	\$ 8,774,913	\$ 8,748,951	\$ 8,794,190	\$ 8,652,267	\$ 8,371,352	\$ 8,537,132	\$ 96,177,116
HOU - Houston	\$ 10,051,378	\$ 10,057,970	\$ 8,360,843	\$ 7,329,974	\$ 7,091,542	\$ 7,070,561	\$ 7,107,121	\$ 6,992,424	\$ 6,765,400	\$ 6,899,377	\$ 77,726,590
LBB - Lubbock	\$ 46,917,298	\$ 15,185,675	\$ 12,623,326	\$ 11,066,905	\$ 10,706,918	\$ 10,675,239	\$ 10,730,439	\$ 10,557,267	\$ 10,214,503	\$ 10,416,783	\$ 149,094,353
LFK - Lufkin	\$ 16,727,845	\$ 4,123,343	\$ 3,427,592	\$ 3,004,980	\$ 2,907,233	\$ 2,898,631	\$ 2,913,620	\$ 2,866,599	\$ 2,773,528	\$ 2,828,453	\$ 44,471,824
LRD - Laredo	\$ 105,328,551	\$ 19,562,160	\$ 16,261,346	\$ 14,256,368	\$ 13,792,632	\$ 13,751,824	\$ 13,822,932	\$ 13,599,853	\$ 13,158,304	\$ 13,418,882	\$ 236,952,854
ODA - Odessa	\$ 414,432,292	\$ 102,379,758	\$ 85,104,747	\$ 74,611,571	\$ 72,184,583	\$ 71,971,009	\$ 72,343,158	\$ 71,175,661	\$ 68,864,788	\$ 70,228,535	\$ 1,103,296,103
PAR - Paris	\$ 6,335,557	\$ 6,339,712	\$ 5,269,983	\$ 4,620,209	\$ 4,469,921	\$ 4,456,696	\$ 4,479,741	\$ 4,407,445	\$ 4,264,348	\$ 4,348,796	\$ 48,992,407
PHR - Pharr	\$ 19,879,078	\$ 6,884,241	\$ 5,722,631	\$ 5,017,047	\$ 4,853,851	\$ 4,839,489	\$ 4,864,514	\$ 4,786,009	\$ 4,630,620	\$ 4,722,322	\$ 66,199,801
SAT - San Antonio	\$ 83,421,300	\$ 13,594,404	\$ 11,300,558	\$ 9,907,231	\$ 9,584,965	\$ 9,556,606	\$ 9,606,021	\$ 9,450,996	\$ 9,144,149	\$ 9,325,233	\$ 174,891,464
SJT - San Angelo	\$ 46,299,675	\$ 17,400,031	\$ 14,464,043	\$ 12,680,667	\$ 12,268,187	\$ 12,231,889	\$ 12,295,137	\$ 12,096,715	\$ 11,703,968	\$ 11,935,745	\$ 163,376,058
TYL - Tyler	\$ 8,728,192	\$ 8,733,917	\$ 7,260,203	\$ 6,365,040	\$ 6,157,996	\$ 6,139,776	\$ 6,171,524	\$ 6,071,926	\$ 5,874,788	\$ 5,991,128	\$ 67,494,489
WAC - Waco	\$ 16,354,608	\$ 4,656,689	\$ 3,870,944	\$ 3,393,668	\$ 3,283,277	\$ 3,273,563	\$ 3,290,490	\$ 3,237,387	\$ 3,132,278	\$ 3,194,308	\$ 47,687,211
WFS - Wichita Falls	\$ 7,836,228	\$ 7,841,368	\$ 6,518,258	\$ 5,714,575	\$ 5,528,689	\$ 5,512,331	\$ 5,540,835	\$ 5,451,415	\$ 5,274,423	\$ 5,378,874	\$ 60,596,995
YKM - Yoakum	\$ 13,099,536	\$ 13,108,128	\$ 10,896,333	\$ 9,552,846	\$ 9,242,108	\$ 9,214,763	\$ 9,262,411	\$ 9,112,931	\$ 8,817,060	\$ 8,991,666	\$ 101,297,780
<b>TOTAL</b>	<b>\$ 1,147,981,513</b>	<b>\$ 351,211,707</b>	<b>\$ 291,950,129</b>	<b>\$ 255,953,499</b>	<b>\$ 247,627,763</b>	<b>\$ 246,895,102</b>	<b>\$ 248,171,752</b>	<b>\$ 244,166,679</b>	<b>\$ 236,239,274</b>	<b>\$ 240,917,581</b>	<b>\$ 3,511,115,000</b>

Notes:

- District allocations used in the developing the Category 11 energy sector target are based on the energy sector funding target formula. Distribution formula factors include pavement condition score, oil and gas production taxes, well completions, volume of oil and gas waste injections. Projects selected based on project-specific performance scoring thresholds.
- Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

**TABLE 33**

**CATEGORY 12: STRATEGIC PRIORITY**

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
Statewide Strategic Priority	\$ 1,778,000,000	\$ 1,778,000,000	\$ 1,835,785,000	\$ 1,895,448,013	\$ 1,957,050,073	\$ 2,020,654,200	\$ 2,086,325,462	\$ 2,154,131,039	\$ 2,224,140,298	\$ 2,296,424,858	\$ 20,025,958,943
<b>TOTAL</b>	<b>\$ 1,778,000,000</b>	<b>\$ 1,778,000,000</b>	<b>\$ 1,835,785,000</b>	<b>\$ 1,895,448,013</b>	<b>\$ 1,957,050,073</b>	<b>\$ 2,020,654,200</b>	<b>\$ 2,086,325,462</b>	<b>\$ 2,154,131,039</b>	<b>\$ 2,224,140,298</b>	<b>\$ 2,296,424,858</b>	<b>\$ 20,025,958,943</b>

Notes:

- Funding allocations and project selection in Categories 2, 4 and 12 are subject to approval 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 performance based planning requirements.
- Recon Funds were authorized in past UTPs for projects within MPO/TMA boundaries meeting Category 5 & 7 requirements, and are now managed as carryover via the Letting Category Analysis.
- Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.
- For more details on project authorizations see the Highway Project Listings section in the UTP.

# APPENDIX IV RESOURCES AND LINKS

## WEBSITES

### **TxDOT:**

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

### **Unified Transportation Program:**

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

### **UTP, Public Involvement:**

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

### **Project Tracker:**

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

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

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

### **TxDOT Performance Dashboard:**

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

### **Drive Texas:**

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

### **OneDot Data Shop:**

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

### **Public hearings & meetings:**

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

### **My35:**

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

### **STIP:**

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

### **TxDOT Educational Series:**

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

### **Public Transportation Division:**

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

### **Maritime Division:**

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

### **Aviation Division:**

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

### **Aviation CIP:**

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

### **Rail Division:**

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

### **Freight & Mobility Plan:**

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

### **Reimagine I-10:**

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

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

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

**UTP Main Contact**      **512-486-5000**      [TPP\\_UTP@TxDOT.gov](mailto:TPP_UTP@TxDOT.gov)

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