

TESTIMONY

Transportation Funding Priorities

**Testimony before the
Senate Committee on Finance and the
Senate Committee on Transportation and Homeland Security**

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&

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INTRODUCTION

Starting in 2001 the legislature provided several valuable tools that have allowed the Texas Department of Transportation (TxDOT) to accelerate the delivery of transportation infrastructure projects. These tools have helped get highway projects to construction more quickly than what would have otherwise been possible.

The state's transportation program will soon settle back upon its reliance on fuel tax revenues and vehicle registration fees. Our construction program for the foreseeable future must reflect the uncertainty of federal funding, historically increasing costs, lower-than-anticipated revenues, and other competing priorities of state budget writers. As we reach the end of what we knew would be a temporary spike in contracting levels, it is important to examine the impact that these funding tools have had on traffic safety, mobility, and maintenance.

The table contained in Attachment 1 depicts TxDOT's expenditures from 2000 to 2010. While many projects each feature aspects of mobility, maintenance, and particularly safety, the data is divided into these three broad categories. It is further sorted by method of finance. And a key indicator is applied to each so that a trend can be established between the dollars invested and the performance of the projects.

Please keep in mind the effects of inflation as reflected in the Texas Highway Cost Index (HCI).¹ During the period reflected in Attachment 1, the Highway Cost Index stood at 116.17 in 2000 compared to the base year in 1997. It rose to a high of 212.13 in 2008, an 82 percent increase. As of April 2010 the HCI is 163.57, a 41 percent increase over 2000. In short, expenditures have risen over the years and so have costs. Meanwhile, Texas' population has also increased over the years with approximately 1000 people moving here every day. These factors will distort any direct correlation between expenditures and performance.

THE BALANCING ACT

Competing needs and pressures require the department to keep a constant balance in the distribution of limited resources.

Maintenance versus Construction

One of the most contested issues is the competition for resources between maintaining the current system and building new capacity. We must devote resources to maintain our

¹ The Highway Cost Index tracks the actual costs of highway improvement contracts over time in Texas. The base year is 1997 and has a value of 100.

existing assets but not so much that badly-needed mobility projects—and the economic benefits that they yield—languish on the books for unacceptable periods of time.

Development versus Construction

Similarly, TxDOT must have projects in the development pipeline, such as environmental analyses, right of way acquisition and engineering, so that there are projects ready in the future for construction. But it cannot have so many in development that there is little money left over to construct the projects.

Population versus Usage

Department planners must allocate resources across the entire state. Funding is not determined solely by population. We also must look at the number of miles-driven in each region, the amount of freight transported, crashes, connectivity needs, and the number of existing lane miles in order to determine each region's needs.

Local Control versus Statewide Priorities

In addition, the department must balance the concept of local control versus ensuring that the most pressing statewide transportation needs are being met. The department asked the metropolitan planning organizations (MPOs), county judges, councils of government, and regional planning council staffs in the summer of 2002 to become our partners in the restructuring of the Unified Transportation Program (UTP). They were asked to collaborate on the simplification of the UTP, establish funding formulas, and improve the project selection process. The results were fewer funding categories and more direct local input in the project selection process. However, with increased local control, there is less accountability for statewide planners charged with ensuring Texans receive the biggest bang for each tax dollar.

SAFETY

TxDOT's highest priority is the safety of the traveling public. Every construction and maintenance project is designed with an eye toward safeguarding the people we serve. Each year, TxDOT commissions research to develop new technology and improved structures and pavements to enhance the safety of Texas roads and bridges.

Overview of Activities

The department undertakes a combination of safety initiatives encompassing education, enforcement and infrastructure investment, such as:

- Maintenance of pavements and shoulders
- Cable barrier installations
- Left lane restrictions for large commercial vehicles in metro areas
- Wider travel lanes and shoulders
- Divided highways
- Dedicated left-turn lanes
- Coherent highway signs
- Information campaigns

Safety Bond Program

In 2003, voters approved Proposition 14, a constitutional amendment making it possible for TxDOT to issue bonds for transportation projects payable from future deposits to the State Highway Fund. The legislation authorizing the debt set aside a portion of the bond proceeds for safety-related projects.

As a result, since 2005 Texas has funded approximately \$1.2 billion in new safety construction projects on the state highway system. In 2005, 644 safety projects valued at \$600 million were implemented. The 2009 Safety Bond program provided an additional \$605 million for 355 new projects to:

- Widen 617 miles of narrow, two-lane rural road
- Install 290 miles of new median barrier to help prevent head-on collisions
- Install 105 left turn lanes or continuous turn lanes on rural highways
- Convert 9 existing four lane undivided highways to four lane divided highways
- Construct 23 grade separations at existing highway intersections.

Safety Measure

One of the most commonly used measures of highway safety nationwide is “fatalities per 100 million vehicle miles traveled.” The chart in Attachment 1 shows that while expenditures have greatly fluctuated from 2000 to 2010, the state has seen a steady decline in fatalities per 100 million vehicle miles traveled. The fatality rate declined by 23% over this time period.

MAINTENANCE

Increased use of the highway system has led to increased maintenance. One of TxDOT's most important missions is to preserve the state's investment in its transportation system. According to the Federal Highway Administration², for every dollar we spend today to repair and preserve existing bridges and roads, we save at least six dollars by not having to replace a failed or unsafe segment of infrastructure.

Pavement Condition Goal

At least since 2002, the amount of state motor fuel tax revenue deposited to the State Highway Fund was less than what was spent to maintain the more than 191,000 lane-miles on the State Highway System. In 2002 the Texas Transportation Commission established the statewide pavement condition goal of 90 percent in “Good” or better condition.

Overall, 85.94 percent of Texas pavements are in “Good” or better condition, down from 86.25 percent in FY 2008 and down from the highest value of 87.34 percent in FY 2005. This is the third drop in pavement condition percentage in the last four years.

² “Optimizing Highway Performance,” Federal Highway Administration, September 2000.

The 2010 Pavement Management annual report has not yet been published. However, it is expected that newly instituted pavement management practices, lower prices, and stimulus spending will likely lead to an uptick in the percentage of segments with a score of “good” or better.

Texas is making progress in improving its more than 51,019 public bridges (both on and off the state system), but more work is still needed.

- 79.7 percent of all Texas bridges have a good condition rating, up more than 1 percent from the previous year.
- 14.6 percent of the bridges do not meet current design standards and cannot efficiently handle today’s traffic volumes and types. These bridges are designated as functionally obsolete.
- Another 3.3 percent of the state’s bridges are structurally deficient, meaning they cannot continue to handle the weight of today’s heaviest vehicles or are frequently flooded or closed indefinitely.
- 2.4 percent are classified as sub-standard for load-only bridges, meaning they are not structurally deficient or functionally obsolete but have a capacity less than the maximum load permitted by state law.

It should be noted that these statistics do not indicate that Texas bridges are unsafe. Any bridge considered unsafe is immediately closed to traffic.

Expenditure Data

Attachment 1 indicates that maintenance expenditures generally rose between 2000 and 2007 before declining as Proposition 14 State Highway Fund Revenue Bonds diminished and inflation was at its peak.

Pavement Quality Predictions and the UTP

On April 29, 2010 the Texas Transportation Commission adopted the 2010 Unified Transportation Program (UTP). The UTP is an eleven-year plan that guides transportation project development and construction. The plan is updated annually and is based on a financial forecast conducted before the funding levels are adopted.

Motor fuel tax revenue collected in 2009 was 2.17 percent less than 2008. Meanwhile, the department had forecasted that motor fuel tax revenue would increase by 1.5 percent per year. In other words, the department projected 1.5 percent growth in fuel tax revenue in 2009 but instead there was a 2 percent drop.

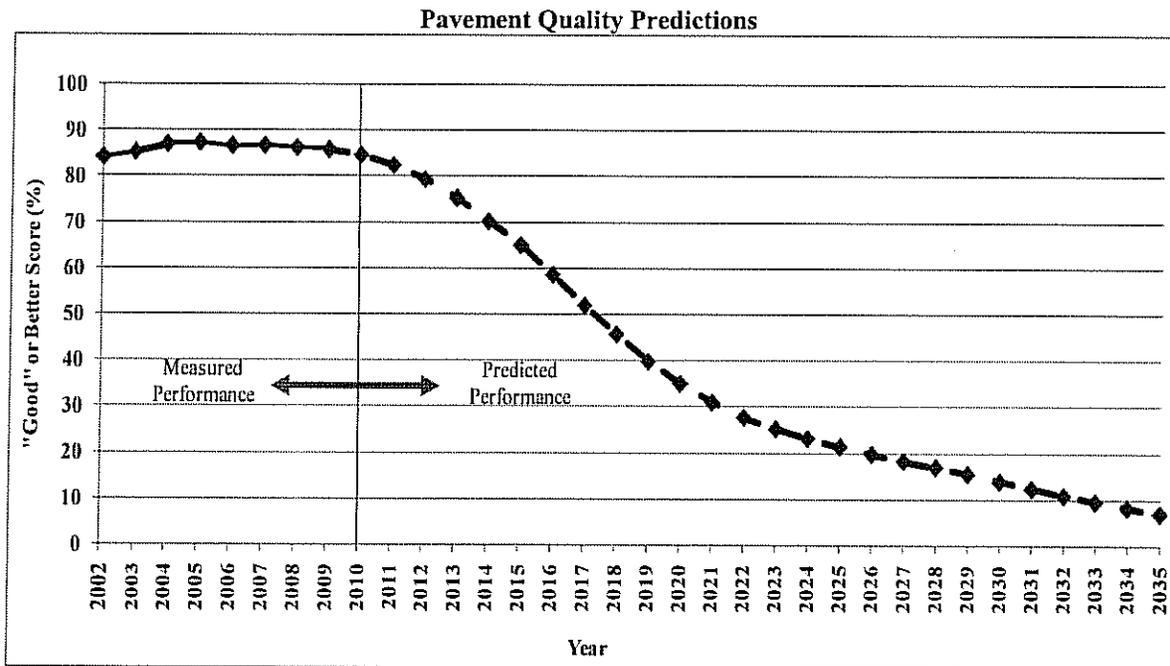
Consequently, for the 2010 UTP funding levels, the department had to reset its baseline for 2010 based on actual collections in 2009, and lower the expected growth in fuel tax collections moving forward.

For the 2010 UTP, the department projects that motor fuel tax revenue will grow by .5 percent in 2010 and 1 percent from 2011 through 2020. These projections affect both state and motor fuel tax collections. The result is that the 2010 UTP forecasts that only

\$23 billion will be available through 2020—a \$5 billion reduction from the previous UTP.

The 2009 UTP which was developed in April 2008 projected that the department would have \$28 billion available between 2009 and 2019 for distribution into the 12 categories of funding that are distributed by formula.³

The figure below shows existing and predicted pavement quality ratings with the funding levels determined in the 2010 UTP. The predictions are based on a model devised by the Center for Transportation Research.



MOBILITY

As noted earlier, safety is TxDOT's highest priority. And it is clearly more cost efficient to preserve existing transportation assets now rather than having to reconstruct them later. But crippling congestion threatens the economic competitiveness of our state and diminishes the quality of life for our citizens.

Mobility Projects Funded from Non-Traditional Sources

TxDOT has been able to develop new mobility projects in recent years by using non-traditional procurement methods and funding sources. In addition to Prop 14 Bonds and Texas Mobility Fund Bonds authorized in 2003, the department has been able to build

³ The 2010-2020 UTP does not include revenue allocated for the three CDAs in the Dallas-Fort Worth region as those were committed during 2009. Neither of the UTPs includes stimulus dollars, the SH 121 payment, revenue set aside for pass-through agreements, Prop 12 funding, or Prop 14 funding. These sources of revenue are not allocated by formula.

new mobility projects using Comprehensive Development Agreements, federal stimulus dollars, and Proposition 12 General Obligation Bonds. For the most part, these new tools are not ongoing sources of revenue.

Comprehensive Development Agreements (CDAs)

As indicated on Attachment 2 which shows lettings by method of finance from 2000-2021, in 2009 we experienced a record level of project awards, mostly due to three Comprehensive Development Agreements executed in the Dallas-Fort Worth region.

With a few exceptions, TxDOT no longer has the general authority to enter into CDAs as of September 1, 2009. The following are the CDAs entered into to date, along with the project value and the public funds committed (or augmented with concession fees).

Design / Build PPPs Committed (row/design/const)	Project Value	Public Funds
SH 130 Segments 1-4	\$1.5 billion - row/design/const	\$1.5 billion
DFW Connector (SH 114/SH121/etc)	\$1.0 billion - row/design/const	\$1.0 billion
TOTAL	\$ 2.5 billion	\$2.5 billion

Concession PPPs	Project Value	Public Funds Committed
SH 130 Segments 5 & 6	\$1.37 billion - row/design/const \$385 million - O&M* (50 years)	\$0.0 (received \$25 m concession fee)
Project Total	\$1.75 billion	\$0.0
North Tarrant Express (I-820/SH183)	\$2.2 billion row/design/const \$450 million O&M* (50 years)	\$ 570 million
Project Total	\$2.65 billion	\$ 570 million
LBJ Freeway (I-635)	\$2.7 billion row/design/const	\$ 445 million
Project Total	\$4.2 billion	\$ 445 million
OVERALL TOTAL	\$8.6 billion	\$ 990 million

NOTE: *O&M = Operation and Maintenance by the concessionaire

American Recovery and Reinvestment Act

The American Recovery and Reinvestment Act was signed into law in February 2009. The highway and bridge funds allocated to Texas is \$2.25 billion. Of that, approximately \$1.68 billion was allocated directly to the Texas Transportation Commission (a minimum of \$175 million of this amount must be spent in rural areas). Approximately \$500 million was directly allocated to the state’s Metropolitan Planning Organizations. The remaining \$67.5 million was allocated for transportation enhancement projects (e.g. hike and bike trails).

Proposition 12 General Obligation Bonds

The 81st Texas Legislature appropriated \$2 billion in general obligation bond proceeds to make payment on \$3 billion worth of projects. \$1 billion will be deposited to the State Infrastructure Bank to make loans to public entities for transportation projects.

In November 2009 the commission selected the projects to make use of the remaining funds. Included in the approved list are six new construction projects, valued at an estimated \$1 billion, to expand Interstate 35 from a four- to a six-lane highway in much of Central Texas. Nearly 39 percent of the state's population lives along the I-35 corridor, and this action brings the Commission closer to fulfilling its promise to "finish" I-35 by expanding it to six lanes between San Antonio and Hillsboro.

Other significant projects approved by commission include:

- The reconstruction of Houston's \$178 million Interstate 610/U.S. 290 Interchange, which ranks 13th on the list of the 100 Most Congested Roadway Segments in Texas;
- \$100 million to expand Interstate 45 in Houston, which ranks as the 25th most congested roadway segment in the state;
- A four-mile, \$80 million expansion of Loop 375 in El Paso, doubling capacity of a route which serves as an alternative to Interstate 10 and supplementing access to the U.S. Army's Fort Bliss; and,
- San Antonio's Wurzbach Parkway, which will receive \$130 million to complete the 4.8 mile reconstruction and expand the facility from a four-to a six-lane divided roadway. Improving Wurzbach will improve traffic flow on some of the most congested roadways in San Antonio including I-35, Loop 1604, I-410 and U.S. 281.

Before the debt can be issued, the Legislative Budget Board must approve the use of the funds. TxDOT submitted its plan for the funds in March 2010. At the time of this writing, the request was still pending.

SH 121 Funds

In exchange for the opportunity to construct, operate and maintain the 26-mile SH 121 toll road in the Dallas region, the North Texas Tollway Authority paid the region \$3.2 billion. This money can only be spent on projects in TxDOT's Dallas District and the projects are selected by the Regional Transportation Council.

For the 2010-2011 biennium, the legislature appropriated nearly \$1 billion to make payments on projects using SH 121 funds. Of that, over \$600 million is for construction projects.

Attachment 3 highlights in yellow which projects selected for use of SH 121 funds will help reduce congestion on the 100 Most Congested Roadway segments in Texas.

Expenditure Data

The table in Attachment 1 shows expenditures by funding source along with a measure of congestion called the Texas Congestion Index (TCI). TCI is a measure describing how much longer a trip takes during the peak period (“rush hour”) than it would when traffic is flowing freely. A TCI of 1.0 indicates there is no difference in travel time between peak and off-peak periods while a TCI of 1.35 suggests it takes about 35% longer to complete a trip during the peak period than it would in free-flow conditions.

By 2006, expenditures for mobility projects more than doubled from 2000 levels as new tools such as toll revenue bonds, Prop 14 Bonds, and Texas Mobility Fund Bonds were expended. However, Texas has experienced a steady increase in congestion from 2000 to 2007 which is the most recent data available.

CONCLUSIONS ABOUT THE DATA

As noted above, increases in population, freight movements, and costs make it difficult to detect any direct correlations between the expenditures noted in Attachment 1 and the measures of congestion, pavement quality, and fatalities. However, the data does generate a key question. Given worsening congestion, should the state be spending more on mobility projects even if it is at the expense of maintenance?

The Texas Transportation Commission has grappled with this question for years. Maintenance funding has declined in recent years in order to build new capacity but as noted above, we can only go so long down this path before maintenance needs consume available resources.

It may be tempting for some to ask if TxDOT and MPOs are selecting the “right” projects if congestion has increased despite the substantial increase in expenditures. The answer is simple. The demand for mobility, coupled with inflation, is outpacing the available resources to build new capacity. During the last 25 years, Texas’ population increased substantially and the use of our roads grew 89 percent. Meanwhile, during the past quarter century, road capacity has only increased by about 10.7 percent.

The department’s projections of lettings are contained in Attachment 2. Letting supported solely by the State Highway Fund hovers around \$2.1 to \$2.3 billion from 2013 to 2021. This is below the level in 2000 when the department let \$2.8 billion supported by the State Highway Fund.

Early last session we projected that by 2012, our ability to start new mobility projects would be severely inhibited by our cash flow. However, the 2010 UTP anticipates making some funding available for mobility by reducing the amount of funding for needed maintenance.

To be clear, the financial outlook from 2010 to 2020 did not improve; in fact it got worse. This decision by the commission means that there is a reduction in funds available for needed maintenance which will result in further declines in the condition of our

pavements and bridges. However, the commission felt that it was worthwhile to reduce the programming levels for maintenance in order to ensure that previously approved mobility projects (from earlier Unified Transportation Programs) could move forward. This was achievable by moving those mobility projects to 2012 and beyond, rather than postponing them indefinitely.

Meanwhile, with the national economy recovering at a feeble pace, our costs have gone down. So at least in the short term, this could help us knock more maintenance projects off of our “to do” list until prices return to their usual upward trend.

UNDERRUNS

There has been much discussion about so-called “underruns.” Department staff analyzes the actual bids of each element associated with past construction bids to estimate the bids for upcoming projects. When the economy steeply declined and unemployment rose, prices began to fall well below the department’s estimates. These lower bids are eventually absorbed into the models on which bid prices are estimated and so underruns will diminish.

The result of underruns is that the department and local entities are able to go to contract on more projects than what was initially estimated. Attachment 2, which is discussed in further detail below, contains a list of the projects that were able to move forward because of these circumstances.

Inflation

As opposed to underruns, the more important indicator concerning the costs of transportation projects is the Highway Cost Index. One of the most significant challenges we face is the declining purchasing power of State Highway Fund revenue. The state motor fuels tax has not been raised since 1991. Federal fuel taxes have not been raised since 1993.⁴

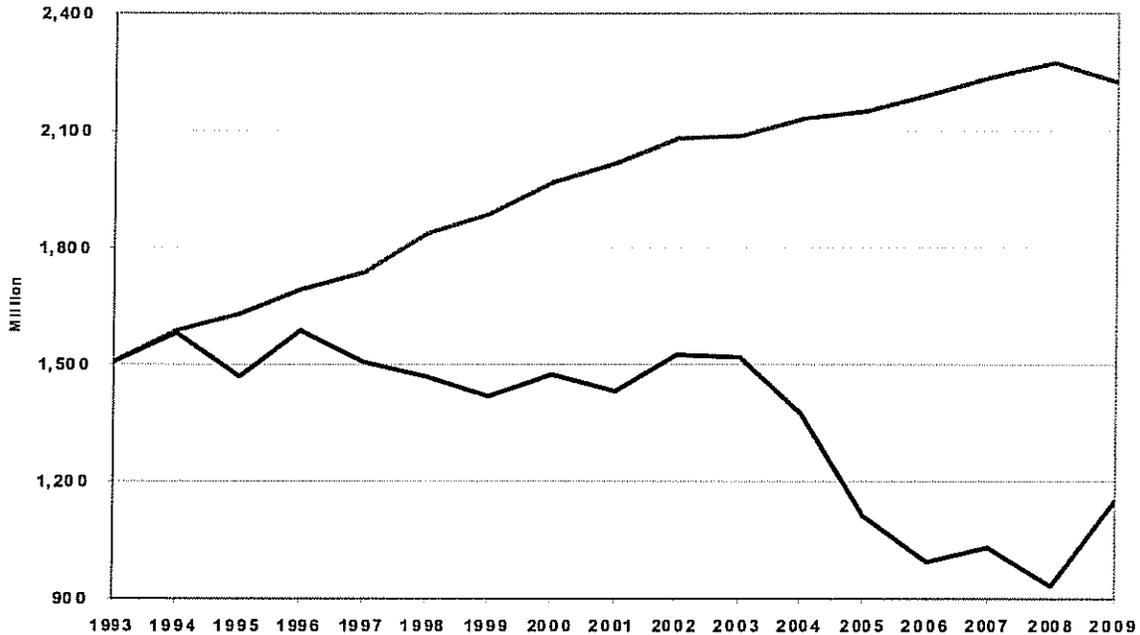
In Texas, construction inflation increased 65 percent between 2002 and 2008. Since the downturn in the national economy, prices fell by as much as almost 12%. But as the economy improves, it is likely that prices will continue their upward trend.

The chart below shows that state motor fuel taxes have risen (until recently) over the years as more people move to and drive in Texas. But when adjusted for inflation, purchasing power is substantially less than in 1993.

⁴ The Omnibus Budget Reconciliation Act of 1993 increased the gas tax by 4.3 cents and was used to reduce the unified federal budget deficit. The Taxpayer Relief Act of 1997 redirected the 4.3 cents gas tax increase to the Highway Trust Fund.

Inflation

State MFT Deposits
Purchasing Power of State MFT Deposits



Underrun Projects

Attachment 4 lists each project that was able to advance as a result of lower than anticipated costs. The table specifies the funding source for each project because that is what determined which entity selected the additional projects. Below is a summary of the terms in the column labeled “Category” that denotes funding sources:

- ARRA: American Recovery and Reinvestment Act funds supported mobility projects selected by the Texas Transportation Commission.
- ARRA-MPO: American Recovery and Reinvestment Act funds were directed to the MPOs and they selected the projects.
- ARRA-P: American Recovery and Reinvestment Act funds supported preservation projects and were selected by TxDOT District personnel.
- ARRA-TE: American Recovery and Reinvestment Act funds supported transportation enhancement projects and were selected by the Texas Transportation Commission.
- Prop 14 (SB): Prop 14 bond funds were targeted to projects that specifically address safety and were selected by the Texas Transportation Commission.
- Traditional: State Highway Funds were allocated to TxDOT Districts and were selected by district personnel.

The table shows that over total \$587 million in additional projects were able to go to contract because of underruns. Of this amount, \$142.9 million was spent on mobility projects. The table lists the hours of delay that is reduced by the project and the costs savings of the reduced delay. Note that many of these projects also greatly enhance safety.

The columns under “Impacts” indicate the degree of impact (high-medium-low) that the TxDOT district staffs believe each project has in the areas of Connectivity, Economy, Safety, and System Preservation. The analysis to determine the impacts of projects is identical to the process approved by the Legislative Budget Board pursuant to TxDOT's Rider 55.

FUTURE FUNDING CONSIDERATIONS

Because preservation of existing assets is the most cost-effective use of resources, and because the safety of the traveling public is the highest priority, new construction projects are becoming more difficult to finance. There are a number of specific circumstances that render traditional funding inadequate. These trends will make it difficult to adequately meet the growing transportation needs of the state.

Declining Revenues

For many years, state motor fuel tax revenue increased as the state population increased and miles-driven increased. Since the downturn in the economy in 2008, revenue has actually declined. In FY 2009, state motor fuel tax revenues declined 2.17 percent from FY 2008.

Continuing this trend, collections so far in FY 2010 through May are down 1.45 percent when compared to the same nine-month period of FY 2009. Meanwhile, the amount of State Highway Funds appropriated in 2010 and 2011 correlates with a Comptroller's revenue estimate that projected state motor fuel tax revenue would be 2.65 percent higher in 2010 (over 2009) and 1.98 percent higher in 2011 (over 2010).

This potential over-allocation of the State Highway Fund requires TxDOT to be especially vigilant in going to contract on new projects during the biennium to ensure that too many projects are not let to contract.

Increasing Fuel Efficiency

Rising fuel efficiency in vehicles has an impact on motor fuels tax revenue. A flat \$.20 state fuel tax is levied on each gallon sold. It does not rise or fall with the price of fuel. As fuel efficiency rises, less fuel is purchased and therefore less revenue is collected. Rising fuel efficiency is the key component to the argument that motor fuel taxes are rapidly losing their efficacy.

Pass-Through Financing

Pass-through financing is a tool created by the legislature in 2003 and enhanced in subsequent legislative sessions to stretch already limited tax dollars. The program allows local communities and private entities to fund the upfront costs for constructing a state highway project. The state then reimburses a portion of the project cost over time by paying a fee for each vehicle that drives on the new highway.

The department has 17 pass-through projects with executed agreements, and 10 pass-through projects that have not yet been finalized but have received approval to execute agreements. To date, these 17 executed agreements have a pass-through amount valued at just over \$1.4 billion.

TxDOT's cash forecasting system projects the maximum possible payments made under the pass-through program and deducts these expenses from cash available for new projects.

Attachment 5 provides an overview of the pass-through program along with the projected, maximum annual payments.

Debt Service

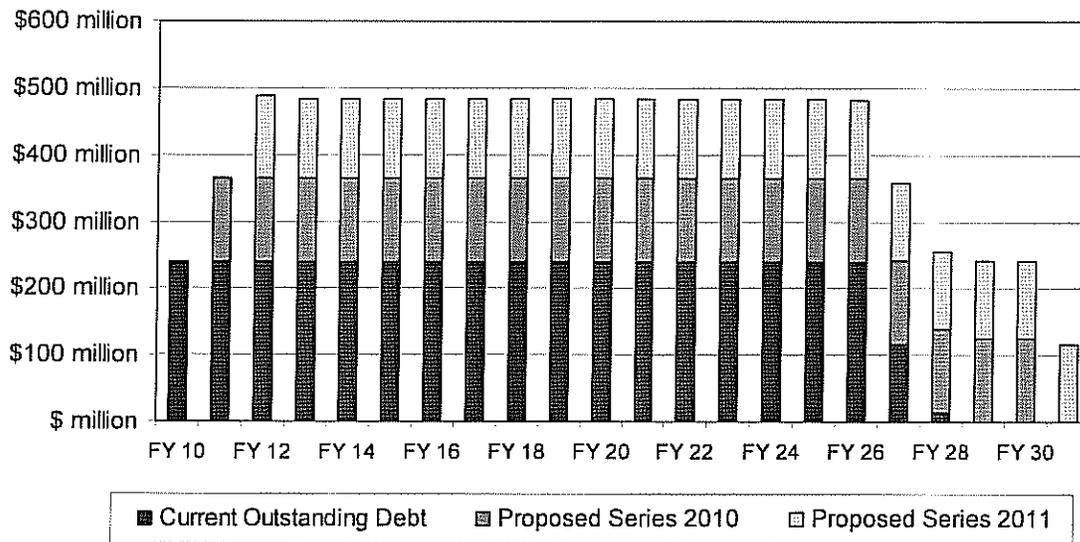
TxDOT has several bonding programs available to finance transportation projects. State Highway Fund Revenue Bonds are payable from future deposits to the State Highway Fund.

The Texas Transportation Commission is authorized by law to issue an aggregate total of \$6 billion in bonds, with no more than \$1.5 billion issued in any one year and with a maximum maturity of 20 years.

To date, the commission has issued \$3.1 billion, but has committed \$5.66 billion to projects. The department will recommend that the commission issue \$1.5 billion more in July 2010 and the remaining \$1.4 billion in late 2011 to fund progress payments on these selected projects.

As indicated on the chart below, once the \$6 billion is fully issued, debt service on Prop 14 bonds reaches nearly \$500 million from 2012 through 2026. The bond proceeds have helped expedite the delivery of projects and avoid what had been skyrocketing inflation in construction costs.

As prices have fallen as of late, the next issuance of Prop 14 bonds may allow us to take greater advantage of lower costs. However, as future deposits of State Highway Fund revenue must pay the principal and interest on these bonds over the next twenty years, the revenue is reserved in our cash flow projections and may not be used for other purposes.



OTHER POTENTIAL FUNDING TOOLS

There have been some discussions in recent legislative sessions about creating zones around roadways in which increased tax revenues can be captured and applied to transportation projects.

It is important to note the distinction between the transportation *reinvestment* zones that are established by cities and counties under current law, and the transportation *finance* zones contemplated by SB 505 last session which were to be designated by the Texas Transportation Commission.

A transportation reinvestment zone is designated by a local government entity under current law. The increase in property tax revenue collected inside the zone is used to finance a project for which a pass-through financing agreement has been entered into with TxDOT.

The benefit of a transportation reinvestment zone is that it helps a local government entity fund the initial construction of a project connected with a pass-through financing agreement or to repay loans.

Some have suggested that transportation reinvestment zones be statutorily “de-coupled” from pass-through agreements so that a local governmental entity can establish such zones for projects that are not the subject of pass-through agreements.

The concept of a transportation finance zones was first introduced in legislation by Senator Ogden. The legislation evolved over time. The following is a description of the legislation that passed the Senate and the House Transportation Committee in 2009.

SJR 18 was the resolution proposing an amendment to the constitution and SB 505 was the authorizing legislation. SB 505 would have authorized the Texas Transportation Commission to designate a zone within two miles on either side of an existing or proposed state highway. The zone was to be reviewed and approved by the Legislative Budget Board before becoming effective.

The state portion of sales and use taxes collected in the zone would have been deposited to a new revolving fund to be used for the repayment of financial assistance provided from the revolving fund for highway projects.

The highway project could be tolled or non-tolled, but no financial assistance could be made to a private developer. No more than \$250 million could be transferred to the fund in a fiscal year.

In an earlier version of the legislation, the tax revenue was to be deposited to the Texas Mobility Fund. It was changed primarily because sales and use taxes are considered somewhat volatile by credit markets.

Not only are sales tax revenues subject to the ups and downs of the business cycle, even in a robust economy revenues could suddenly drop. For instance, a zone that is established within an economically thriving community may appear to offer stable tax revenues. But if a business like a Wal-Mart or Home Depot needs to expand, they may relocate outside the zone.

Because of this uncertainty, the department likely could not leverage the tax revenue by as much as some might think and so only relatively small projects might benefit. Thus the legislation was altered to be deposited to a revolving fund (which was advancing under separate legislation) where it was anticipated that Prop 12 funds would be available and the debt service paid by general revenue.

It should be noted that the language in the latest version of SJR 18 had not been amended yet to allow the tax revenue to be deposited to new revolving fund.

In summary, the concept would have worked like this:

First, as it was anticipated during the regular session, some of the Prop 12 bond proceeds would be deposited to a revolving fund. The commission could then loan funds to the department for construction of a project around which a transportation finance zone is designated. Sales and use taxes collected in the zone would be used to pay back the loan from the revolving fund and made available to other entities applying for financial assistance.

The revolving fund legislation was not enacted. Instead, \$1 billion of Prop 12 bond proceeds was sent to an existing fund called the State Infrastructure Bank (SIB).

The process contemplated by SB 505 would not work from the SIB because the department is not explicitly authorized to expend SIB funds for this purpose. However the SIB statute could be amended in the same legislation authorizing transportation finance zones.

CONCLUSION

The commission has anticipated the funding challenges cited above for some time. As a consequence, the department has made every effort to reduce operating costs before reducing transportation programs.

In 2007 we had just over 11,750 employees in field operations. Today that number is approximately 9900 and we have a plan to be at 9575 in FY 2012. The reductions to date and the plan implemented make better use of shared services, reduce overhead and better align the workforce with the workload anticipated. Meanwhile we have reduced our fleet by over 900 pieces of equipment and reduced purchases in 2009 and 2010 by more than \$50 million. We anticipate that the Grant Thornton management review will offer additional cost-cutting measures for headquarters staff.

Last session, the legislature reversed the trend of appropriating State Highway Fund dollars not associated with transportation. As a result, about \$290 million was freed up to pay debt service on Proposition 14 State Highway Fund Revenue Bonds.⁵ We know that the next legislative session will be much more difficult for budget writers. But there is a growing consensus that we need to examine new ways to add capacity to our transportation network and maintain the very valuable assets we currently have.

The members of the Texas Transportation Commission look forward to working with state policy-makers on identifying the solutions that will best protect our quality of life and enhance our economic competitiveness.

⁵ "Diversions" were reduced by about \$397 million compared to the previous biennium. However, at least \$107 million was reduced from appropriations to other agencies to balance the budget with the revenue the Comptroller projected would be available during the biennium. This \$107 million was not added to TxDOT's budget.

Estimate of Cash Expenditures
by Project Funding/Type

Project Funding/Type	Measure Congestion Index	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	* 2010
und 6	1.23	\$1,982,458,411	\$1,916,878,957	\$2,048,739,664	\$1,992,113,854	\$2,257,531,600	\$2,893,739,915	\$2,389,736,086	\$2,033,055,088	\$2,164,418,827	\$1,782,486,022	na
MF	\$0	\$0	\$0	\$21,717,462	\$26,300,005	\$47,236,129	\$128,570,000	\$716,470,214	\$1,148,215,113	\$951,869,004	\$620,621,765	\$738,645,243
oil Revenue Bonds	\$21,841,219	\$28,788,093	\$29,157,489	\$29,157,489	\$459,697,363	\$658,477,375	\$666,925,434	\$421,324,900	\$421,324,900	\$421,324,900	\$462,098,631	\$148,679,862
IB	\$28,298,000	\$12,989,774	\$162,919,042	\$5,563,725	\$18,400,000	\$16,295,148	\$814,891,734	\$5,834,307	\$23,914,158	\$150,765,315	\$48,879,159	\$1,545,527
J-DAs	\$0	\$0	\$0	\$118,106,848	\$81,975,525	\$163,816,970	\$0	\$20,282,000	\$12,480,293	\$28,463,294	\$0	\$0
Xolionas Bonds	\$0	\$0	\$0	\$2,877,755	\$0	\$0	\$0	\$0	\$13,983,130	\$14,804,274	\$16,845,035	\$98,568,681
RRR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,941,659	\$214,434,178
rop 12**	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$206,072,605
oil Equity	\$243,201	\$243,201	\$256,764	\$666,825	\$35,705,648	\$159,706,127	\$274,193,788	\$274,193,788	\$124,337,645	\$37,370,700	\$10,252,432	\$4,802,843
Virtual Total	\$2,032,267,630	\$1,958,680,925	\$2,262,750,421	\$2,405,530,950	\$2,919,481,657	\$4,054,192,978	\$4,500,952,099	\$4,028,700,190	\$3,428,700,190	\$3,932,457,098	\$3,475,357,612	\$1,707,203,739
Maintenance	Score*	85.4	85.2	84.22	85.28	87.02	87.34	86.08	86.76	86.25	85.84	Projected: 86.97
und 6	\$1,354,192,081	\$1,448,188,379	\$1,633,998,826	\$1,513,566,866	\$1,407,010,419	\$1,727,874,831	\$1,684,545,716	\$1,684,545,716	\$1,866,030,716	\$1,650,076,867	\$1,502,056,614	\$560,198,150
MF	\$0	\$0	\$0	\$116,328	\$59,431	\$269,640	\$412,608,278	\$412,608,278	\$29,812,939	\$11,157,327	\$6,188,875	\$1,878,486
oil Revenue Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-DAs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Xolionas Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RRR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
rop 12**	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
oil Equity	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937	\$121,463,937
Virtual Total	\$1,354,192,081	\$1,448,188,379	\$1,633,998,826	\$1,513,566,866	\$1,407,010,419	\$1,727,874,831	\$1,684,545,716	\$1,684,545,716	\$1,866,030,716	\$1,650,076,867	\$1,502,056,614	\$560,198,150
Safety	VMT*	1.79	1.73	1.77	1.75	1.81	1.82	1.49	1.43	1.48	1.39	1.36
und 6	\$85,677,079	\$103,249,946	\$121,463,237	\$106,756,399	\$90,151,291	\$112,377,461	\$184,670,798	\$184,670,798	\$164,674,137	\$219,128,675	\$149,599,177	\$75,105,217
MF	\$0	\$0	\$0	\$0	\$0	\$0	\$26,465	\$26,465	\$100,441	\$41,461	\$1,342	\$0
oil Revenue Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-DAs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Xolionas Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RRR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
rop 12**	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
oil Equity	\$85,677,079	\$103,249,946	\$121,463,237	\$106,756,399	\$90,151,291	\$112,377,461	\$184,670,798	\$184,670,798	\$164,674,137	\$219,128,675	\$149,599,177	\$75,105,217
Virtual Total	\$85,677,079	\$103,249,946	\$121,463,237	\$106,756,399	\$90,151,291	\$112,377,461	\$184,670,798	\$184,670,798	\$164,674,137	\$219,128,675	\$149,599,177	\$75,105,217
Undefined/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
und 6	\$13,362,279	\$11,758,499	\$5,929,384	\$9,010,421	\$12,068,214	\$14,121,184	\$18,477,221	\$18,477,221	\$18,148,697	\$24,842,348	\$17,324,293	\$23,702,190
MF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
oil Revenue Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-DAs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Xolionas Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RRR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
rop 12**	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
oil Equity	\$13,362,279	\$11,758,499	\$5,929,384	\$9,010,421	\$12,068,214	\$14,121,184	\$18,477,221	\$18,477,221	\$18,148,697	\$24,842,348	\$17,324,293	\$23,702,190
Virtual Total	\$13,362,279	\$11,758,499	\$5,929,384	\$9,010,421	\$12,068,214	\$14,121,184	\$18,477,221	\$18,477,221	\$18,148,697	\$24,842,348	\$17,324,293	\$23,702,190

This report is only an estimate of the cash expenditures by project funding/types.

Fund 6 Maintenance does include work performed by TxDOT forces. Maintenance figures do not include the effects of a redefinition of maintenance that was implemented in 2008.

Expenditures were assigned to the Mobility, Maintenance, Safety, and Other categories by Project Class in DCIS. Projects without a DCIS Project Class were assumed to be Right-of-Way projects and were assigned to the Mobility Category.

Since TxDOT operates on a reimbursement basis, the funding for cash expenditures is determined after the cash expenditures are incurred and may not be finalized until many months afterward.

* 2010 expenditures are through April 2010.

** The expenditures reflected in the schedule are those expenditures that have been incurred in fund 6 but for which the intention is to reimburse fund 6 once the bonds are issued.

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Texas Department of Transportation
Total Letting Amounts
January 2010 Forecast

SOURCE	Letting Program											
	FY 2000 Actual	FY 2001 Actual	FY 2002 Actual	FY 2003 Actual	FY 2004 Actual	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast
Heavy Fund	2,839,337,342	3,034,356,028	2,708,002,123	3,644,006,102	3,791,847,668	3,233,437,081	2,038,498,005	2,554,310,513	2,452,377,184	1,625,402,000	1,562,970,000	1,540,117,574
State Fund	-	-	-	-	-	1,085,148,072	834,816,261	1,025,515,137	35,794,820	300,336,000	688,237,000	711,702,000
Other	-	-	-	-	-	-	-	-	263,779,336	272,801,857	3,928,919	1,083,126,490
Economic Stimulus (ARRA)	-	-	-	-	-	-	-	-	-	226,400,000	2,000,000	2,000,000
Letting	2,839,337,342	3,034,356,028	2,708,002,123	3,644,006,102	3,791,847,668	4,478,646,153	3,818,914,053	3,818,914,053	3,022,373,020	2,827,884,280	4,358,247,400	4,504,540,064
Grand Total	2,839,337,342	3,034,356,028	2,708,002,123	3,644,006,102	3,791,847,668	4,478,646,153	3,818,914,053	3,818,914,053	3,022,373,020	2,827,884,280	4,358,247,400	4,504,540,064

Comprehensive Development Agreements (CDAs)

SOURCE	Comprehensive Development Agreements (CDAs)											
	FY 2000 Actual	FY 2001 Actual	FY 2002 Actual	FY 2003 Actual	FY 2004 Actual	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast
Heavy Fund	-	-	-	-	-	-	-	-	-	-	-	-
State Fund	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
Economic Stimulus (ARRA)	-	-	-	-	-	-	-	-	-	-	-	-
Letting	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total	-	-	-	-	-	-	-	-	-	-	-	-

CDAs (Private) - 4,000,000,000

Grand Total - 8,504,540,064

A general caveat amount. The letting figures above will have cash expenditures during the year of letting and during future years until the projects are completed. Subsequent years of the forecast depict the actual and projected cash expenditures resulting from these letting amounts.

FY2011 BIF Letting does not include funds committed over time for the CDAs in the Dallas area. See footnote #3 below for more information on the CDAs.

Condition 12 proceeds will be used to capitalize the State Infrastructure Bank (SIB) in FY2011.

Private Development Agreements do not go through the traditional statewide bidding process and are therefore listed separately. TxDOT's total participation for Comprehensive Development Agreements awarded to the Commission is the Dallas-Fort Worth region is \$1.5 billion, which will be charged to the letting program over a three year period beginning in FY 2009. Payments will occur over an 18 month period in accordance with the agreements. The figures include right-of-way and engineering costs in addition to the construction costs. The figures do not include ongoing Operations and Maintenance responsibilities for financing costs, and for the I-17C and I-10 projects that will be the responsibility of the private developer.

Operations and maintenance costs are the responsibility of the private developer. These costs are a separate part of the total value of the CDA project, and are additional value to be presented in the gray box below the letting table.

North Central Texas Council of Governments (NCTCOG)
 Project Listing Report: RTR Committed Funds vs Disbursements

County	City	TIF Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Acct 1	RTR Acct 2	Total RTR	Advances	Expenses	Remaining	
COLLIN		29012	COLLIN COUNTY	LOCAL CONTRIBUTION CREDIT			PLACEHOLDER FOR FUTURE PROJECTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COLLIN		20198	TXDOT-DALLAS	FM 455	SH 5	SH 121	WIDEN FACILITY TO URBAN DIVIDED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COLLIN		20192		SH 121			TIFACINTRA PAYMENT (COLLIN COUNTY SHARE - 40%)	\$1,446,086	\$0	\$0	\$1,446,086	\$0	\$1,446,086	\$0	\$1,446,086	\$0	
COLLIN	ADDISON, CARROLLTON, COLLEVILLE, COPPELL, DALLAS, FORT WORTH, HALTOM CITY, NORTH RICHLAND HILLS, GRAPEVINE	20054	NCTCOG	COTTONBELT PASSENGER RAIL CORRIDOR (COLLIN COUNTY SECTION)	DFWMA	NORTH CENTRAL/RED LINE	PRODUCE A KEY EASTWEST PASSENGER RAIL LINK ACROSS THE NORTHERN PART OF THE DART SERVICE AREA	\$1,250,000	\$0	\$250,000	\$1,000,000	\$0	\$1,000,000	\$665,667	\$0	\$333,333	
COLLIN	ALLEN	20081	ALLEN	FM 1378	ROCKRIDGE ROAD	SOUTH OF STACY ROAD	RECONSTRUCT 2 LANE ROADWAY TO A 6 LANE ROADWAY	\$6,967,399	\$0	\$1,393,498	\$0	\$5,573,871	\$5,573,871	\$0	\$0	\$7,658	\$5,566,213
COLLIN	ALLEN	29013	ALLEN	LOCAL CONTRIBUTION CREDIT				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COLLIN	ALLEN	20082	ALLEN	STACY ROAD/FM 2786	ANGEL PARKWAY	FM 1378	RECONSTRUCT 2 LANE ROADWAY TO A 4 LANE DIVIDED ROADWAY	\$7,662,054	\$0	\$1,532,411	\$5,128,643	\$0	\$6,129,643	\$0	\$0	\$0	\$6,129,643
COLLIN	ALLEN	20019	TXDOT-DALLAS	US 75	LEGACY DRIVE	SPUR 39/SH 121 SOUTH	WIDEN 6 TO 8 MAIN LANES AND 3 TO 3 FRONTAGE ROADS	\$78,842,561	\$0	\$15,768,512	\$0	\$63,074,049	\$63,074,049	\$0	\$0	\$63,074,049	
COLLIN	ALLEN MCKINNEY, PLANO, FAIRVIEW	20053	NCTCOG	DART LIGHT RAIL (RED LINE)	PARKER ROAD STATION		PHASE 1 - LIGHT RAIL	\$625,000	\$0	\$125,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0	
COLLIN	ANNA	20032	TXDOT-DALLAS	FM 455	US 75 NB FRONTAGE ROAD	SH 5	WIDEN 2 LANE RURAL TO 4 LANE (ULTIMATE 6 LANE) URBAN ROADWAY	\$10,485,564	\$0	\$2,090,111	\$8,372,443	\$0	\$8,372,443	\$0	\$0	\$8,372,443	
COLLIN	ANNA	20088	COLLIN COUNTY	OUTER LOOP	US 75	SH 121	CONSTRUCT NEW TWO LANE SERVICE ROAD	\$15,000,000	\$0	\$3,000,000	\$12,000,000	\$0	\$12,000,000	\$0	\$0	\$12,000,000	
COLLIN	ANNA	20084	TXDOT-DALLAS	US 75	OUTER LOOP (CR 396)	GRAYSON COUNTY LINE (CR 375)	ENGINEERING FOR RECONSTRUCTION OF MAIN LANES FROM 4 TO 6 LANES; RECONSTRUCT 2 LANE FRONTAGE ROADS	\$6,250,000	\$0	\$1,250,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000	

Source: NCTCOG

North Central Texas Council of Governments (NCTCOG)

Project Listing Report: RTR Committed Funds vs Disbursements

County	City	TIP Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Acct 1	RTR Acct 2	Total RTR	Advances	Expenses	Remaining
COLLIN	ANNA, CELINA, WESTON, BLUE RIDGE, FARMERSVILLE, JOSEPHINE	20098	NCTCOG	OUTER LOOP	DENTON COUNTY LINE	ROCKWALL COUNTY LINE	ENVIRONMENTAL CLEARANCE FOR CONSTRUCTION OF OUTER LOOP	\$6,250,000	\$0	\$1,250,000	\$5,000,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0
COLLIN	ANNA, MELISSA	20178	TXDOT-DALLAS	SH 121	SH 5	FM 455	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED ROADWAY	\$29,375,660	\$0	\$5,675,132	\$0	\$23,500,528	\$23,500,528	\$0	\$0	\$23,500,528
COLLIN	ANNA, MELISSA	20076	TXDOT-DALLAS	SH 121	FM 455	FANNIN COUNTY LINE	ENGINEERING ONLY FOR WIDENING OF 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED ROADWAY	\$5,250,000	\$0	\$1,250,000	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$5,000,000
COLLIN	ANNA, MELISSA	20085	TXDOT-DALLAS	SH 5	SH 121	FM 455	ENGINEERING FOR RECONSTRUCTION OF MAIN LANES	\$2,500,000	\$0	\$500,000	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$2,000,000
COLLIN	ANNA, MELISSA	20078	TXDOT-DALLAS	US 75	TELEPHONE ROAD (CR 275)	OUTER LOOP (CR 356)	RECONSTRUCT MAIN LANES FROM 4 TO 8 LANES. RECONSTRUCT 2 LANE FRONTAGE ROADS. INCLUDES WIDENING OF SH 121 FROM US 75 TO SH 5 WITH CONSTRUCTION OF US 75	\$95,852,746	\$0	\$19,170,549	\$6,779,064	\$69,803,133	\$76,882,197	\$0	\$0	\$76,882,197
COLLIN	ANNA, MELISSA	20198	TXDOT-DALLAS	US 75	MELISSA ROAD	OUTER LOOP	RECONSTRUCT AND WIDEN 4 LANE TO 8 LANES AND 3 LANE FRONTAGE ROADS EACH DIRECTION	\$4,090,128	\$4,090,128	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLLIN	ANNA, MELISSA	20197	TXDOT-DALLAS	US 75	TELEPHONE ROAD	CR 275 TO MELISSA ROAD	RECONSTRUCT AND WIDEN 4 LANE TO 8 LANES AND 3 LANE FRONTAGE ROADS EACH DIRECTION	\$3,781,555	\$3,781,555	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLLIN	CELINA, PROSPER	20176	TXDOT-DALLAS	SH 289	FM 455	NORTH BUSINESS 289C, NORTH OF CELINA	WIDEN TWO LANE RURAL HIGHWAY TO SIX LANE URBAN DIVIDED	\$84,430,907	\$0	\$18,888,181	\$0	\$67,544,726	\$67,544,726	\$0	\$0	\$67,544,726
COLLIN	CELINA, PROSPER	20097	TXDOT-DALLAS	SH 289PRESTON ROAD	US 380	FM 455	WIDEN 2 LANE RURAL TO 6 LANE URBAN DIVIDED	\$18,132,809	\$0	\$3,625,562	\$0	\$14,506,247	\$14,506,247	\$0	\$0	\$14,506,247
COLLIN	CELINA, PROSPER, FRISCO	20070	NCTCOG	BNSF PASSENGER RAIL (COLLIN COUNTY SECTION)	DENTON/COLLIN COUNTY LINE: BNSF RR	NORTH FRISCO	PHASE 1 - RAIL TRANSIT (PASSENGER RAIL)	\$1,875,000	\$0	\$375,000	\$1,500,000	\$0	\$1,500,000	\$1,000,000	\$0	\$500,000

Source: NCTCOG

North Central Texas Council of Governments (NCTCOG)

Project Listing Report: RTR Committed Funds vs Disbursements

County	City	TIP Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Acct 1	RTR Acct 2	Total RTR	Advances	Expenses	Remaining
COLLIN	FARMERSVILLE	20184	TXDOT-DALLAS	US 380	.928 MILES WEST OF WEST OF CR 608 CR 597 (LAKE LAVON)		WIDEN EXISTING RURAL 2 LANE HIGHWAY TO 4 LANE DIVIDED	\$27,500,000	\$0	\$0	\$27,500,000	\$0	\$27,500,000	\$0	\$1,219,764	\$26,281,236
COLLIN	FRISCO	28004	TXDOT-DALLAS	FM 3537	SH 289	FM 2478	WIDEN 2 LANE RURAL TO 3 LANE DIVIDED URBAN HIGHWAY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$580,459	(\$580,459)
COLLIN	FRISCO	20008	TXDOT-DALLAS	FM 3537	SH 289	FM 2478	WIDEN 2 LANE RURAL TO 3 LANE DIVIDED URBAN HIGHWAY	\$28,245,353	\$0	\$0	\$28,245,353	\$0	\$28,245,353	\$0	\$818,593	\$27,526,760
COLLIN	FRISCO	28005	FRISCO	LOCAL CONTRIBUTION CREDIT			PLACEHOLDER FOR FUTURE PROJECTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLLIN	FRISCO	20086	FRISCO	SH 121 FRONTAGE ROAD	AT OHIO DRIVE		DESIGN AND CONSTRUCT A RIGHT TURN BAY ON THE SOUTH BOUND FRONTAGE ROAD OF SH 121 AT OHIO DRIVE	\$284,488	\$0	\$58,894	\$235,574	\$0	\$235,574	\$0	\$0	\$235,574
COLLIN	FRISCO	20087	FRISCO	SH 289	SH 121	FM 3537	ADD TURNING BAYS AT INTERSECTIONS, SIGNAL IMPROVEMENTS, ADA COMPLIANT RAMPS, AND PEDESTRIAN SIGNALS	\$3,735,085	\$0	\$747,018	\$2,988,067	\$0	\$2,988,067	\$0	\$0	\$2,988,067
COLLIN	FRISCO	20033	TXDOT-DALLAS	SH 289	US 380	PANTHER CREEK	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 8 LANE DIVIDED URBAN ROADWAY	\$22,664,279	\$2,266,428	\$18,131,423	\$0	\$18,131,423	\$0	\$0	\$18,131,423	
COLLIN	FRISCO	20034	TXDOT-DALLAS	SH 289	PANTHER CREEK	FM 4537	WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN	\$7,088,644	\$708,664	\$709,865	\$5,669,315	\$0	\$5,669,315	\$0	\$0	\$5,669,315
COLLIN	FRISCO	20012	TXDOT-DALLAS	US 380	EAST DALLAS NORTH TOLLWAY (DNT)	COIT ROAD (CR 72/CR 74)	WIDEN 4 TO 6 LANES DIVIDED. ADD NEW 46 LANE ACCESS ROADS AT GRADE SEPARATION. CONSTRUCT GRADE SEPARATION AT US 380 AND SH 289	\$78,129,424	\$0	\$15,625,885	\$62,503,538	\$0	\$62,503,538	\$0	\$0	\$62,503,538
COLLIN	LAVON	20014	TXDOT-DALLAS	SH 78	BUS 78	FM 6	WIDEN FROM 2 LANE RURAL TO 8 LANE DIVIDED URBAN	\$12,774,855	\$0	\$2,554,971	\$0	\$10,219,884	\$10,219,884	\$0	\$0	\$10,219,884

Source: NCTCOG

North Central Texas Council of Governments (NCTCOG)

Project Listing Report: RTR Committed Funds vs Disbursements

County	City	TIP Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Acct 1	RTR Acct 2	Total RTR	Advances	Expenses	Remaining
COLLIN	LAVON	20022	TXDOT-DALLAS	SH 78	SH 205	BUS 78	WIDEN FROM 2 LANE RURAL TO 6 LANE DIVIDED URBAN	\$16,985,445	\$0	\$3,397,089	\$0	\$13,588,357	\$13,588,357	\$0	\$0	\$13,588,357
COLLIN	MCKINNEY	11728	TXDOT-DALLAS	FM 2478/CUSTER ROAD	US 380	STONEBRIDGE DRIVE	WIDEN RURAL 2 LANE UNDIVIDED TO 6 LANE URBAN DIVIDED; EXPAND INTERSECTION INCLUDING LEFT TURN LANES; AND IMPROVEMENTS AT US 380 AND FM 2478/CUSTER ROAD	\$31,074,200	\$6,825,000	\$4,848,840	\$19,399,360	\$0	\$19,399,360	\$0	\$3,166,158	\$16,233,202
COLLIN	MCKINNEY	28003	MCKINNEY	LOCAL CONTRIBUTION CREDIT			PLACEHOLDER FOR FUTURE PROJECTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLLIN	MCKINNEY	20093	MCKINNEY	MCDONALD STREET/SH 5 AT ELDOBRADO PARKWAY/FM 546	TENNESSEE STREET	1000 FEET IN EACH DIRECTION AT THE INTERSECTION AT MCDONALD	ADD RIGHT TURN LANES IN EACH DIRECTION AT THE INTERSECTION; AND ADD RAISED MEDIAN TO THE INTERSECTION OF MCDONALD STREET/SH 5 AT TENNESSEE STREET	\$2,344,162	\$0	\$468,831	\$1,875,321	\$0	\$1,875,321	\$0	\$0	\$1,875,321
COLLIN	MCKINNEY	20091	TXDOT-DALLAS	US 380	BOIS D'ARC	1000 FEET WEST OF LAKE FOREST DRIVE	WIDEN EXISTING 4 LANE DIVIDED URBAN ARTERIAL TO A 6 LANE DIVIDED CROSS SECTION	\$9,865,376	\$0	\$1,973,074	\$7,892,296	\$0	\$7,892,296	\$0	\$111,022	\$7,780,974
COLLIN	MCKINNEY	20092	TXDOT-DALLAS	US 380		500 FEET EAST OF CUSTER (FM 2478) DRIVE	WIDEN EXISTING 5 LANE UNDIVIDED RURAL ARTERIAL TO A 6 LANE DIVIDED CROSS SECTION	\$28,891,421	\$0	\$5,378,284	\$21,513,137	\$0	\$21,513,137	\$0	\$122,649	\$21,390,488
COLLIN	MCKINNEY	20199	TXDOT-DALLAS	US 75	WILSON CREEK (IN MCKINNEY)	US 380	EXTEND EXISTING ITS NETWORK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLLIN	MCKINNEY	53114	TXDOT-DALLAS	US 75	SOUTH OF BLOODDALE	TELEPHONE ROAD (OR 275)	RECONSTRUCT AND WIDEN 4 LANES TO 8 LANES AND 3 LANE FRONTAGE ROADS EACH DIRECTION	\$92,500,000	\$0	\$18,500,000	\$74,000,000	\$0	\$74,000,000	\$0	\$0	\$74,000,000
COLLIN	MCKINNEY	20098	TXDOT-DALLAS	US 75	EXCHANGE PARKWAY	WILSON CREEK	EXTEND EXISTING ITS NETWORK	\$2,980,000	\$0	\$592,000	\$2,388,000	\$0	\$2,388,000	\$0	\$66,939	\$2,299,061
COLLIN	MCKINNEY	20095	TXDOT-DALLAS	US 75	WILSON CREEK	US 380	EXTEND EXISTING ITS NETWORK	\$2,270,000	\$0	\$454,000	\$1,816,000	\$0	\$1,816,000	\$0	\$35,981	\$1,780,019

Source: NCTCOG

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COLLIN	MCKINNEY	20031	TXDOT- DALLAS	US 75	WILSON CREEK	US 380	RECONSTRUCT FROM 4 TO 8 LANES; RECONSTRUCT FRONTAGE ROADS FROM 2 LANES TO 3/2 LANES	\$53,784,738 \$0	\$0	\$10,756,948	\$43,027,790 \$0	\$0	\$43,027,790 \$0	\$0	\$0	\$43,027,790
COLLIN	MCKINNEY	20028	TXDOT- DALLAS	US 75	SPUR 386/SH 121 SOUTH	WILSON CREEK	RECONSTRUCT AND WIDEN FROM 4 TO 8 LANES WITH 2 HOV CONCURRENT LANES AND 3 LANE FRONTAGE ROADS	\$62,475,656 \$0	\$0	\$12,485,131	\$49,990,525 \$0	\$0	\$49,990,525 \$0	\$0	\$0	\$49,990,525
COLLIN	MCKINNEY	20021	TXDOT- DALLAS	US 75	SOUTH OF BLOOMDALE (US 380)	TELEPHONE ROAD (CR 275)	RECONSTRUCT AND WIDEN FROM 4 LANES TO 8 LANES; RECONSTRUCT FRONTAGE ROADS FROM 2 LANES TO 3 LANES	\$38,800,000 \$0	\$0	\$7,720,000	\$30,880,000 \$0	\$0	\$30,880,000 \$0	\$0	\$0	\$30,880,000
COLLIN	MURPHY	20035	TXDOT- DALLAS	FM 2651/MURPHY ROAD	FM 544	FM 2514	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 6 LANE URBAN ROADWAY	\$21,574,891 \$0	\$0	\$6,197,603	\$15,377,288 \$0	\$0	\$15,377,288 \$0	\$0	\$0	\$15,377,288
COLLIN	PARKER	20083	TXDOT- DALLAS	FM 2514	FM 2551	FM 1378	RECONSTRUCT 2 LANE RURAL TO 4 LANE (ULTIMATE 6 LANE) URBAN DIVIDED ROADWAY	\$23,102,357 \$0	\$0	\$4,863,871	\$0	\$18,138,686	\$18,138,686 \$0	\$0	\$0	\$18,138,686
COLLIN	PLANO	20056	PLANO	14TH STREET	K AVENUE	RIDGEWOOD DRIVE	RECONSTRUCT EXISTING 4 LANE DIVIDED AND 6 LANE DIVIDED ROAD SECTIONS	\$7,354,880 \$0	\$0	\$1,470,976	\$5,883,904 \$0	\$0	\$5,883,904 \$5,883,904	\$0	\$0	\$0
COLLIN	PLANO	20061	PLANO	INDEPENDENCE PARKWAY	15TH STREET	PARKER ROAD	REALIGN TRAFFIC LANES TO INCREASE TRAFFIC FLOW, OPTIMIZE SIGNAL TIMING, ADD RIGHT LANES	\$1,771,661 \$0	\$0	\$354,332	\$1,417,329 \$0	\$0	\$1,417,329 \$1,417,329	\$0	\$0	\$0
COLLIN	PLANO	20060	PLANO	LEGACY DRIVE	CUSTER ROAD	K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$1,454,226 \$0	\$0	\$280,845	\$1,163,380 \$0	\$0	\$1,163,380 \$1,163,380	\$0	\$0	\$1,001,399
COLLIN	PLANO	20002	PLANO	LOCAL CONTRIBUTION CREDIT			PLACEHOLDER FOR FUTURE PROJECTS	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
COLLIN	PLANO	20069	DART	NORTHWEST PLANO WEST SIDE OF THE	BETWEEN		CONSTRUCT 5/4	\$12,700,000 \$0	\$0	\$4,200,000	\$8,500,000 \$0	\$0	\$8,500,000 \$8,500,000	\$0	\$0	\$0

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COLLIN	PLANO	20059	PLANO	PARK BOULEVARD	COIT ROAD	JUPITER ROAD	ADD DUAL LEFT LANES, 52,347,097 50 RIGHT LANES, REMOVE ROAD HUMPS, MAXIMIZE LEFT LANE LENGTHS	\$469,420	\$0	\$1,877,677	\$0	\$0	\$1,877,677	\$176,978	\$0	\$1,697,699
COLLIN	PLANO	20058	PLANO	PARKER ROAD	AT COIT ROAD INDEPENDENCE PARKWAY AND ALMA ROAD		ADD DUAL LEFT LANES	\$1,734,842	\$0	\$346,968	\$1,387,874	\$0	\$1,387,874	\$241,413	\$0	\$1,146,461
COLLIN	PLANO	20063	PLANO	RASOR ROAD	OHIO DRIVE	SH 121	WIDEN EXISTING 2 LANE SECTIONS TO 6 LANES AND CONSTRUCT EAST AND WEST SIDES TO COMPLETE THE 6 LANE DIVIDED THROUGHFARE ROAD	\$1,081,800	\$0	\$4,326,400	\$4,326,400	\$0	\$4,326,400	\$1,328,400	\$0	\$3,000,000
COLLIN	PLANO	20057	TXDOT- DALLAS	SH 289	AT HEADQUARTERS ROAD, HEDGCOXE ROAD, SPRING CREEK PARKWAY		ADD DUAL LEFT LANES AND DEDICATED RIGHT LANES	\$951,590	\$0	\$2,606,362	\$0	\$0	\$2,606,362	\$0	\$0	\$2,606,362
COLLIN	PLANO	20095	TXDOT- DALLAS	SH 289	AT FGRT		WIDEN PRESTON RD. BRIDGE OVER FGRT TO PROVIDE 2 LEFT TURNS FOR FGRT ENTRANCE RAMP	\$694,370	\$0	\$2,777,480	\$0	\$0	\$2,777,480	\$0	\$0	\$2,777,480
COLLIN	PLANO	20050	PLANO	SPRING CREEK PARKWAY	AT INDEPENDENCE PARKWAY, CUSTER ROAD AND US 75		DUAL LEFT LANES, DEDICATED RIGHT LANES, CONSOLIDATE SPLIT INTERSECTIONS INTO A NORMALIZED INTERSECTION	\$905,987	\$0	\$2,423,947	\$0	\$0	\$2,423,947	\$233,972	\$0	\$2,189,975
COLLIN	PLANO	11540	TXDOT- DALLAS	US 75	AT PARKER ROAD		RECONSTRUCT INTERCHANGE AS SINGLE POINT URBAN INTERCHANGE	\$20,808,845	\$8,750,000	\$0	\$12,058,845	\$0	\$12,058,845	\$0	\$10,394,054	\$1,664,791
COLLIN	PLANO	11716	TXDOT- DALLAS	US 75	PRESIDENT GEORGE BUSH TURNPIKE (FGRT)	PARK SQUARE EXIT RAMP	WIDEN DIRECT CONNECT RAMP FROM FGRT TO NB US 75 AND FROM SB US 75 TO THE FGRT. WIDEN THE DART RR BRIDGE AND PLANO PARKWAY AND PLANO PARKWAY BRIDGE	\$24,420,000	\$6,990,000	\$2,900,000	\$14,970,000	\$0	\$14,970,000	\$0	\$751,040	\$14,218,960

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COLLIN	PROSPER, FRISCO	20013	TXDOT- DALLAS	US 380	WEST OF CR 26 (DENTON CL)	EAST DALLAS NORTH TOLLWAY (DNT)	UNDERPASSES; CONSTRUCT AN AUXILIARY LANE ON NB US 75 TO THE PARK BOULEVARD EXIT RAMP	\$34,489,648 \$0	\$0	\$6,697,929	\$27,591,719 \$0	\$0	\$27,591,719 \$0	\$0	\$0	\$27,591,719
COLLIN	RICHARDSON	1141.2	DART	FGBT LIGHT RAIL STATION AREA	AT GEORGE BUSH LRT STATION AREA		WIDEN 4 TO 6 LANES DIVIDED, ADD NEW 4/8 LANE ACCESS ROADS AT GRADE SEPARATION; CONSTRUCT GRADE SEPARATION AT US 380 AND DNT	\$2,000,000	\$1,481,250	\$103,750	\$415,000	\$0	\$415,000	\$0	\$0	\$0
COLLIN	RICHARDSON	20086	RICHARDSON	RENNER ROAD	ALMA DRIVE AT RENNER ROAD AND SH 180	JUPITER AT SH 180/RENNER AT JUPITER	ADDITIONAL LEFT TURN LANES AND/OR A RIGHT TURN BAY	\$1,156,532 \$0	\$0	\$231,306	\$925,226	\$0	\$925,226	\$176,517	\$0	\$748,709
COLLIN	RICHARDSON	20051	RICHARDSON	US 75	AT RENNER ROAD	US 75 ALONG PRARIE CREEK TO DART BUSH TURNPIKE ST	CONSTRUCTION OF A NEW 12-FOOT WIDE CONCRETE TRAIL	\$2,434,552 \$0	\$0	\$486,911	\$1,947,641	\$0	\$1,947,641	\$1,947,641	\$0	\$0
COLLIN	RICHARDSON	20052	RICHARDSON	US 75	ALMA ROAD AND SH 180	SPRING CREEK NATURE AREA AND PRARIE CREEK TRAIL	CONSTRUCT 16-FOOT TO 12-FOOT WIDE TRAIL	\$456,218 \$0	\$0	\$91,244	\$364,975	\$0	\$364,975	\$364,975	\$0	\$0
COLLIN	WYLLIE	20075	COLLIN COUNTY	FM 1378	FM 544	FM 3412 (BROWN STREET)	REALIGN ON NEW LOCATION & WIDEN EXISTING 2 TO 6 LANE DIVIDED	\$6,329,981 \$0	\$0	\$1,865,576	\$7,463,905	\$0	\$7,463,905	\$0	\$0	\$7,463,905
COLLIN	WYLLIE	20036	TXDOT- DALLAS	SH 78	SPRING CREEK PARKWAY	SH 205	RECONSTRUCT AND WIDEN 2 LANE TO 6 LANE URBAN	\$21,629,047 \$0	\$0	\$4,325,809	\$17,303,238	\$0	\$17,303,238	\$0	\$0	\$17,303,238
COLLIN	WYLLIE	11718	TXDOT- DALLAS	SH 78	DALLAS AND COLLIN COUNTY LINE	SPRING CREEK PARKWAY	WIDEN FROM 4 LANE TO 6 LANE DIVIDED	\$12,407,000	\$6,051,250	\$1,271,150	\$5,084,600	\$0	\$5,084,600	\$0	\$464,384	\$4,620,216

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DALLAS		28019		COST OVERRUN POOL			PLACEHOLDER FOR FUTURE PROJECTS	\$7,093,500	\$0	\$0	\$0	\$7,093,500	\$0	\$0	\$0	\$7,093,500
DALLAS		28001	DALLAS COUNTY	LOCAL CONTRIBUTION CREDIT			PLACEHOLDER FOR FUTURE PROJECTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS		20183	TXDOT-DALLAS	SH 78			WIDEN FROM 4 LANE TO 6 LANE DIVIDED	\$7,000,000	\$0	\$0	\$0	\$7,000,000	\$7,000,000	\$0	\$0	\$6,010,794
DALLAS	ADDISON	11424	ADDISON	CITYWIDE SIGNAL SYSTEM			TRAFFIC CONTROLS SYSTEM 31 LOCATIONS	\$962,888	\$591,465	\$0	\$381,223	\$0	\$381,223	\$0	\$0	\$371,440
DALLAS	ADDISON	20188	NCTCOG	COTTONBELT PASSSENGER RAIL CORRIDOR (DALLAS COUNTY SECTION)			CONSTRUCT A KEY EAST WEST PASSSENGER RAIL LINK ACROSS THE NORTHERN PART OF THE DART SERVICE AREA	\$3,125,000	\$0	\$825,000	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0	\$0
DALLAS	BALCH SPRINGS	20038	TXDOT-DALLAS	IH 20			CONSTRUCT 2 NEW RAMPS FOR ACCESS MANAGEMENT	\$6,179,614	\$0	\$1,235,923	\$4,943,691	\$0	\$4,943,691	\$0	\$0	\$4,943,691
DALLAS	CARROLLTON	20128	NCTCOG	BNSF PASSENGER RAIL (DALLAS COUNTY SECTION)			JOSEY LAURELLER SPRINGS-ON BNSF RR	\$190,000	\$0	\$20,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$0
DALLAS	CARROLLTON	20006	TXDOT-DALLAS	IH 35E			GRADE SEPARATION OF BELT LINE ROAD, FRONTAGE ROADS AND RAIL LINES	\$33,697,000	\$6,944,000	\$1,350,600	\$25,402,400	\$0	\$25,402,400	\$0	\$0	\$25,402,400
DALLAS	GEDAR HILL	20037	TXDOT-DALLAS	FM 1382			WIDEN FROM 4 LANES TO 6 LANES AND UPGRADE TRAFFIC SIGNALS	\$3,116,105	\$0	\$623,221	\$0	\$2,492,884	\$2,492,884	\$0	\$0	\$2,492,884
DALLAS	GEDAR HILL, DUNCANVILLE AND DESOTO	11747	TXDOT-DALLAS	WINTERGREEN ROAD			REAVON OFFSE INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	COPELL	11533	COPELL	FREERBORT PARKWAY			WIDEN 2 TO 4 LANES	\$5,150,000	\$0	\$1,030,080	\$2,000,000	\$2,120,000	\$4,120,000	\$0	\$0	\$4,120,000
DALLAS	DALLAS	20135	DALLAS	ATMS COMMUNICATIONS NETWORK			ATMS COMMUNICATIONS NETWORK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	DALLAS	20135	DALLAS	ATMS COMMUNICATIONS NETWORK			AT VARIOUS CITYWIDE LOCATIONS	\$3,032,000	\$0	\$605,400	\$2,425,600	\$0	\$2,425,600	\$0	\$0	\$2,425,600

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DALLAS	DALLAS	20134	DALLAS	DALLAS CBD STREETCAR CIRCULATOR EXPANSION-PHASE 1	BUS LANE RECONSTRUCTION ELM & COMMERCE (HOUSTON TO CENTRAL EXPRESSWAY)	STREETCAR PHASE 1 (MAIN) ELM & COMMERCE (HOUSTON TO CENTRAL EXPRESSWAY)		\$10,000,000	\$0	\$0	\$3,000,000	\$7,000,000	\$10,000,000	\$0	\$0	\$10,000,000
DALLAS	DALLAS	20127	NCTCOG	DART SOUTH OAKCLIFF LRT	LED BETTER	UNT CAMPUS	PHASE 1	\$100,000	\$0	\$20,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$0
DALLAS	DALLAS	20191	TXDOT-DALLAS	IH 20	SPUR 408	CLARK RD	CONSTRUCT EA TO SB RAMP AT CLARK ROAD	\$8,408,480	\$4,408,480	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000
DALLAS	DALLAS	20066	DALLAS	IH 20	AT BONNIE VIEW		IMPROVE EXISTING APPROACH, EXPAND BRIDGE FROM 5 TO 7 LANES AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,718,845	\$0	\$543,729	\$2,174,916	\$0	\$2,174,916	\$0	\$0	\$2,174,916
DALLAS	DALLAS	11229/2	TXDOT-DALLAS	IH 20 FRONTAGE ROADS	BONNIE VIEW	JJ LEMMON	CONSTRUCT 2 EB AND 2 WB FRONTAGE ROADS	\$10,990,000	\$8,306,805	\$920,639	\$3,682,556	\$0	\$3,682,556	\$0	\$3,682,556	\$0
DALLAS	DALLAS	20186	TXDOT-DALLAS	IH 30	TARRANT/DALLAS CL	SYLVAN AVE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	DALLAS	20039	TXDOT-DALLAS	IH 35E	CROWN ROAD	JOE FIELD ROAD	CONSTRUCT SOUTH BOUND FRONTAGE ROAD AND ENTRANCE AND EXIT RAMPS. 0 TO 2 FRONTAGE ROADS	\$2,820,320	\$0	\$584,094	\$2,336,256	\$0	\$2,336,256	\$0	\$1,816,359	\$519,807
DALLAS	DALLAS	11798/2	TXDOT-DALLAS	IH 35E	NORTH OF HGRT	DENLOW DALLAS COUNTY LINE	RECONSTRUCT 6 MAIN LANES, 618 COLLECTOR DISTRIBUTOR LANES, ADD 4 HOW/CONCURRENT MANAGED LANES AND 22-LANE FRONTAGE ROADS ON EACH SIDE	\$19,050,000	\$0	\$0	\$19,050,000	\$0	\$19,050,000	\$0	\$625,327	\$18,424,673
DALLAS	DALLAS	11034	TXDOT-DALLAS	IH 635	SKILLMAN	MILLER ROAD	CONSTRUCT SB EB FRONTAGE ROADS	\$4,600,000	\$1,124,834	\$695,033	\$2,780,133	\$0	\$2,780,133	\$0	\$0	\$2,780,133
DALLAS	DALLAS	11508/1	TXDOT-DALLAS	IH 635/BJ				\$1,808,774	\$1,508,774	\$0	\$100,000,000	\$0	\$100,000,000	\$0	\$1,039,140	\$98,960,860
DALLAS	DALLAS	11726	DALLAS	INDUSTRIAL BOULEVARD	CABIZ STREET	CONTINENTAL AVENUE	RECONSTRUCT AND WIDEN FROM 6 TO 8 LANES	\$39,000,000	\$0	\$9,872,287	\$29,127,713	\$0	\$29,127,713	\$0	\$0	\$29,127,713
DALLAS	DALLAS	885.1	DALLAS	PARK LN	BOEDEKER	US 75/CENTRAL EXPRESSWAY	WIDEN 4 LANE FACILITY TO 5 LANE	\$10,200,000	\$9,794,000	\$1,283,000	\$5,133,000	\$0	\$5,133,000	\$0	\$0	\$5,133,000

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DALLAS	DALLAS	20193		SH 121		NORTH	FACILITY (2 EASTBOUND AND 3 WESTBOUND LANES)	\$253,065	\$0	\$0	\$253,065	\$0	\$253,065	\$0	\$1,099,151	(\$1,446,086)
DALLAS	DALLAS	20052	DALLAS	SM WRIGHT BOULEVARD/US 175	BUDD STREET	IH 45/LULUS SCHERPPS	RECONSTRUCTION TO AN ARTERIAL BOULEVARD, INCLUDING DEMOLITION OF BRIDGES, RETAINING WALLS AND FREEWAY MAINLANES	\$5,290,000	\$0	\$1,250,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000
DALLAS	DALLAS	20180	TXDOT-DALLAS	SYLVAN AVENUE	AT TRINITY RIVER		REPLACE BRIDGE AND APPROACHES	\$55,894,355	\$45,334,355	\$0	-\$10,560,000	\$0	-\$10,560,000	\$0	\$0	\$10,560,000
DALLAS	DALLAS	11538	NTTA, TXDOT-DALLAS	TRINITY PARKWAY	IH 35/SH 183 SPLIT	US 75/175	CONSTRUCT 6 TOLL LANES	\$893,198	\$893,198	\$0	\$0	\$0	\$893,000,000	\$893,000,000	\$0	\$17,420,186
DALLAS	DALLAS	20180	NTTA, TXDOT-DALLAS	TRINITY PARKWAY	IH 35/SH 183 SPLIT	US 75/175	TRAFFIC AND REVENUE STUDY	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$17,420,186
DALLAS	DALLAS	20087	DALLAS	TRINITY STRAND TRAIL	WEST OF IH 35E (IN BETWEEN OAK LAWN AND MOTOR)	MOTOR STREET	CONSTRUCT 12-FOOT MULTI-USE TRAIL	\$5,670,049	\$0	\$1,134,010	\$4,536,039	\$0	\$4,536,039	\$4,536,039	\$0	\$0
DALLAS	DALLAS	11537	NTTA, TXDOT-DALLAS	IH 30	AT PG8T		CONSTRUCT INTERCHANGE	\$566,969	\$526,559	\$1,220,000	\$7,058,400	\$0	\$7,058,400	\$0	\$7,058,400	\$0
DALLAS	DALLAS	20132	DALLAS COUNTY	MILLER ROAD	GARLAND EAST CITY LIMITS	ROWLETT WEST CITY LIMITS	2 LANE ASPHALT SECTION TO 4 LANE DIVIDED CONCRETE SECTION	\$12,436,970	\$0	\$2,487,374	\$9,949,495	\$0	\$9,949,495	\$1,573,000	\$0	\$8,376,495
DALLAS	DUNCANVILLE	11738	TXDOT-DALLAS	IH 20	AT COCKRELL		CONSTRUCT FULL LENGTH LEFT TURN LANES NB AND SB AND CONSTRUCT NB AND SB RIGHT TURN LANE ON COCKRELL HILL RD TO ACCESS IH 20	\$3,260,000	\$2,824,000	\$548,000	\$87,904	\$0	\$87,904	\$0	\$0	\$87,904
DALLAS	DUNCANVILLE	20186	TXDOT-DALLAS	US 87	WHEATLAND ROAD	3600 FT NORTH OF WHEATLAND RD	PROVIDING AUXILIARY LANES IN BOTH DIRECTIONS	\$2,500,000	\$0	\$0	\$2,500,000	\$0	\$2,500,000	\$0	\$0	\$2,425,986
DALLAS	DUNCANVILLE	20182	TXDOT-DALLAS	US 87	COCKRELL HILL	WHEATLAND ROAD	PROVIDE AUXILIARY	\$2,500,000	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$74,014

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DALLAS	FARMERS BRANCH	20133	FARMERS BRANCH	DENTON DRIVE BIKE/PEDESTRIAN TRAILS	STATION AREA TRAILS ALONG DENTON DRIVE	AT VALLEY VIEW LANE (NEAR DART RAIL STATION)	PEDESTRIAN TRAIL CONNECTING THE DART RAIL TRANSIT STATION TO RESIDENTIAL NEIGHBORHOODS AND BUSINESSES TO THE NORTH AND THE CITY'S HISTORICAL PARK	\$324,480	\$0	\$64,898	\$259,584	\$0	\$259,584	\$0	\$0	\$259,584
DALLAS	GARLAND	11067	TXDOT-DALLAS	IF 635 (LBU FRWY)	EAST OF CENTERVILLE	NORTHWEST HIGHWAY	CONSTRUCT NB FRONTAGE ROADS (INCLUDING AUXILIARY LANES) WITH ENTRANCE/EXIT RAMP	\$13,192,573	\$0	\$0	\$13,192,573	\$0	\$13,192,573	\$0	\$0	\$13,192,573
DALLAS	GARLAND	20124	GARLAND	PLEASANT VALLEY ROAD	RICHFIELD DRIVE & CREEK MEADOW LANE	MILES LANE	CONSTRUCT A 4 LANE DIVIDED ROADWAY AND BRIDGE	\$26,845,032	\$0	\$5,989,006	\$3,539,272	\$17,826,754	\$21,478,028	\$0	\$0	\$21,478,028
DALLAS	GARLAND, ROWLETT, MESQUITE, SACHSE	20010	NTTA, TXDOT-DALLAS	PRESIDENT GEORGE BUSH TURNPIKE (PGSBT)	SH 78	HI 30	RIGHT OF WAY FOR 6 LANE TOLL ROAD WITH 4 LANE NONCONTINUOUS FRONTAGE ROADS AND HI 30/PGSBT INTERCHANGE	\$124,733,833	\$0	\$0	\$124,733,833	\$124,733,833	\$124,733,833	\$0	\$0	\$124,733,833
DALLAS	GARLAND	11748	GARLAND	BELT LINE ROAD	HI 20 EB FRONTAGE ROAD AND BELT LINE ROAD	HI 20 WB FRONTAGE ROAD	ADVANCED NB LEFT TURN LANE ON BELT LINE RD FOR HI 20 WB RAMP, NB RIGHT TURN LANE ON BELT LINE ROAD FOR HI 20 EB RAMP ONTO BELT LINE RD, ADD WB RIGHT TURN LANE FROM HI 20 WB RAMP ONTO BELT LINE ROAD, ALIGN FRONTAGE ROAD TO INTERSECTION IMPROVEMENT WORK	\$4,331,301	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0	\$0	\$3,500,000
DALLAS	GARLAND	11598	GARLAND	CAMP WISDOM ROAD	CARRIER PARKWAY	FM 1382	WIDEN 2 TO 4 LANE DIVIDED LEFT TURN BAY AND RIGHT TURN BAY AT FM 1382	\$9,000,000	\$0	\$1,800,000	\$7,200,000	\$0	\$7,200,000	\$0	\$0	\$7,200,000
DALLAS	GARLAND	11074.2	TXDOT-DALLAS	LAGE RIDGE PARKWAY	GREAT SOUTHWEST PARKWAY	HI 20	WIDEN EXISTING CITY STREET AND EXTEND ON NEW LOCATION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	GARLAND	11598.2	GARLAND	MACARTHUR BOULEVARD	HI 30	HUNTER-FERRELL	WIDEN 2 TO 4 LANE URBAN DIVIDED	\$15,000,000	\$19,995,120	\$280,876	\$1,043,904	\$0	\$1,043,904	\$0	\$0	\$1,043,904

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DALLAS	GRAND PRAIRIE	2000B.2	TXDOT-DALLAS	SH 161	AT UNION PACIFIC ROAD	JEFFERSON AND MAIN STREETS	FRONTAGE ROAD INTERSECTIONS W/ MAIN & JEFFERSON AND AT-GRADE CROSSINGS W/ UP RR OVERPASS OVER FUTURE SH 161 MAINLANES	\$12,000,000	\$0	\$0	\$0	\$12,000,000	\$12,000,000	\$0	\$0	\$12,000,000
DALLAS	GRAND PRAIRIE	2002B	TXDOT-DALLAS	SH 161	NORTH OF IH 30	NORTH OF ROCK ISLAND ROAD	CONSTRUCT 6 LANE FRONTAGE ROAD SEGMENTS AND MAINLANES OVER TRINITY RIVER, TRE & BEAR CREEK AND ADD NECESSARY RAMPS (PHASE 2)	\$186,900,000	\$0	\$0	\$186,900,000	\$186,900,000	\$186,900,000	\$0	\$156,935,637	\$94,363
DALLAS	GRAND PRAIRIE	20027	TXDOT-DALLAS	SH 161	SOUTH OF ROCK ISLAND ROAD	NORTH OF CONFLANS ROAD	CONSTRUCT 6 MAINLANES AND ADD NECESSARY RAMPS (PHASE 3)	\$103,927,000	\$0	\$0	\$103,927,000	\$103,927,000	\$103,927,000	\$0	\$76,440,136	\$27,486,864
DALLAS	GRAND PRAIRIE	28001	TXDOT-DALLAS	SH 161	NORTH OF IH 30	NORTH OF CONFLANS ROAD	INCENTIVES FOR CSI 2564-01-001 AND CSI 2564-01-039	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	HUTCHINS	20040	TXDOT-DALLAS	IH 45	AT FULGHUM ROAD	INTERCHANGE	UPGRADE INTERCHANGE, 6 LANES TO 6 LANES	\$4,496,500	\$3,075,200	\$0	\$1,421,350	\$0	\$1,421,350	\$0	\$0	\$1,421,350
DALLAS	HUTCHINS, WILMER	20126	TXDOT-DALLAS	IH 45	IH 20	DALLAS & ELLIS COUNTY LINE	INSTALLATION OF WIRELESS INCIDENT DETECTION AND RESPONSE SYSTEM	\$594,880	\$594,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	IRVING	1150B.11	TXDOT-DALLAS	LOOP 12	SOUTH OF TEXAS PLAZA	NORTH OF SH 114	WIDEN 6 LANE FREEWAY TO 8 LANES, ADD 2 REVERSIBLE HOV LANES, ADD 2/3 LANE FRONTAGE ROADS, AND ITS ELEMENTS (PHASE 1 OF LOOP 12/SH 114 INTERCHANGE)	\$39,656,020	\$39,656,020	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DALLAS	IRVING	20168	TXDOT-DALLAS	SH 183	EAST OF STORY ROAD	WEST OF OCONNOR ROAD	CONSTRUCT A 3 LANE EASTBOUND FRONTAGE ROAD	\$11,000,000	\$0	\$0	\$0	\$11,000,000	\$11,000,000	\$0	\$0	\$11,000,000
DALLAS	IRVING	11744	TXDOT-DALLAS	SP 349	AT LAS COLLAS BOULEVARD		CONSTRUCT GRADE SEPARATION	\$12,400,000	\$0	\$0	\$12,400,000	\$0	\$12,400,000	\$0	\$0	\$12,400,000

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DALLAS	MESQUITE	20136	MESQUITE	MESQUITE HIKE & BIKE TRAIL	AT NORTHEAST MESQUITE CL - IH 30 - NORTHWEST DRIVE	TOWNCENTRE DRIVE TO IH 635	CONSTRUCT FIRST SECTION OF CITY'S MAIN HIKE AND BIKE TRAIL TO CONNECT TO REGIONAL YELLOWB IN GARLAND	\$3,822,664	\$0	\$764,533	\$3,058,131	\$0	\$3,058,131	\$187,768	\$0	\$2,870,365
DALLAS	MESQUITE	11713	TXDOT - DALLAS	US 80	AT TOWN EAST BOULEVARD		RECONSTRUCT INTERCHANGE	\$8,124,579	\$3,187,079	\$1,484,378	\$4,453,125	\$0	\$4,453,125	\$0	\$3,389,737	\$1,063,388
DALLAS	ROWLETT	20145	ROWLETT	MERRITT ROAD	PGBT INTERSECTION IN SMOUSE EASTWARD ROAD	CHIESA ROAD AND LIBERTY GROVE ROAD INTERSECTION NORTH OF PGBT 14 ROWLETT	WIDEN THE EXISTING 2 LANE ASPHALT ROAD INTO A 6 LANE DIVIDED MAJOR THOROUGHFARE ROWLETT	\$14,038,303	\$1,052,500	\$1,755,161	\$0	\$11,230,642	\$11,230,642	\$0	\$0	\$11,230,642
DALLAS	SACHSE	20129	SACHSE	BUNKER HILL ROAD	SH 78	NEW MILES ROAD	REPLACE AN EXISTING 2 LANE RURAL ROAD WITH A 4 LANE DIVIDED ROADWAY	\$8,518,080	\$0	\$1,903,916	\$7,614,464	\$0	\$7,614,464	\$0	\$0	\$7,614,464
DALLAS	SUNNYSVALE	11715	TXDOT - DALLAS	US 80	AT SH 382 (COLLINS ROAD)		UPGRADE INTERCHANGE INCLUDING BRIDGES AND FRONTAGE ROADS	\$19,302,524	\$11,142,850	\$485,274	\$7,674,800	\$0	\$7,674,800	\$0	\$6,923,330	\$751,270

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DENTON		28006	DENTON COUNTY	LOCAL CONTRIBUTION CREDIT			PLACEHOLDER FOR FUTURE PROJECTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DENTON	ARROYE FLOWER MOUND	20115	TXDOT- DALLAS	US 377	SOUTH OF FM 1171	GRAMFORD ROAD	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED	\$56,817,727	\$28,773,318	\$5,608,882	\$22,435,529	\$0	\$22,435,529	\$0	\$22,435,529	\$0
DENTON	BARTONVILLE	20023	TXDOT- DALLAS	FM 407	FM 1830	BARTONVILLE CITY LIMITS/BUETTER ROAD	WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN	\$11,532,085	\$0	\$2,308,413	\$9,225,652	\$0	\$9,225,652	\$0	\$9,225,652	\$0
DENTON	BARTONVILLE	20024	TXDOT- DALLAS	FM 407	BARTONVILLE CITY LIMIT	WEST OF CHINN CHAPEL	WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN	\$12,491,285	\$0	\$2,498,257	\$9,993,028	\$0	\$9,993,028	\$0	\$9,993,028	\$0
DENTON	CARROLLTON	28005	CARROLLTON#35E		AT BELTLINE ROAD		GRADE SEPARATION OF FRONTAGE ROADS WITH DART RR	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000	\$0	\$20,000,000	\$0
DENTON	CARROLLTON	20147	DART	NORTH CARROLLTON LRT STATION	NEAR IH 35E; NORTH CARROLLTON PNR STATION	FRANKFORD ROAD	EXPANSION OF SURFACE PARKING AT NORTH CARROLLTON LRT STATION, END OF LINE STATION ALONG NORTHWEST CORRIDOR 4 (450 SPACES)	\$5,888,435	\$0	\$1,988,435	\$4,701,000	\$0	\$4,701,000	\$4,701,000	\$0	\$0
DENTON	CARROLLTON, LEWISVILLE, HEBRON	20109	TXDOT- DALLAS	FM 544	FM 2281 (DENTON DRIVE)	0.17 MILES WEST OF JOSEY LANE	WIDEN FROM 2 TO 6 LANE DIVIDED URBAN FACILITY	\$31,382,824	\$0	\$6,276,525	\$25,105,099	\$0	\$25,105,099	\$0	\$1,632	\$25,104,467
DENTON	COPPELL	11532	COPPELL	FREEPORT PARKWAY	SH 121	SANDY LAKE ROAD	CONSTRUCT 6 LANE FACILITY	\$8,370,000	\$0	\$1,674,000	\$1,004,114	\$5,691,886	\$5,691,886	\$0	\$6,696,000	\$0
DENTON	CORINTH	20025	TXDOT- DALLAS	FM 2499	FM 2181 N	IH 35E	CONSTRUCT 6 LANE DIVIDED URBAN FACILITY ON NEW LOCATION, SEGMENT 5	\$28,380,179	\$0	\$5,672,038	\$22,889,143	\$0	\$22,889,143	\$0	\$22,889,143	\$0
DENTON	CROSSROADS OAK POINT, LITTLE ELM	20178	TXDOT- DALLAS	FM 720	US 380	ELDORADO PARKWAY	WIDEN 2 LANE RURAL ROADWAY TO 4 LANE DIVIDED URBAN CROSS SECTION	\$46,089,885	\$1,943,270	\$8,828,319	\$35,317,276	\$0	\$35,317,276	\$0	\$35,317,276	\$0
DENTON	CROSSROADS PILOT POINT, AUBREY, KRIGENVILLE	20118	TXDOT- DALLAS	US 377	SOUTH OF BUS 377E	BUS 377E NORTH OF PILOT POINT	CONSTRUCT CONTINUOUS TWO WAY LEFT TURN LANE	\$11,508,087	\$0	\$2,321,218	\$9,284,869	\$0	\$9,284,869	\$0	\$9,284,869	\$0
DENTON	DALLAS	11788	TXDOT- DALLAS	IH 35E	DALLAS COUNTY LINE	NORTH OF CORPORATE DRIVE	RECONSTRUCT EXISTING 6 LANES TO 8 MAIN LANES, 4 HOV/MANAGED	\$531,100,000	\$188,500,000	\$0	\$142,500,000	\$0	\$142,500,000	\$0	\$142,500,000	\$0

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DENTON	DALLAS	11798.1	TXDOT- DALLAS	IH 35E	NORTH OF CORPORATE DRIVE	GARDEN RIDGE BLVD	RECONSTRUCT EXISTING FACILITY FROM 6 TO 8 LANES. ADD 4 HOV/CONCURRENT MANAGED LANES AND 23-4 LANE FRONTAGE ROADS ON EACH SIDE	\$375,220,295	\$210,830,295	\$0	\$164,400,000	\$156,400,000	\$0	\$156,400,000	\$1,037,544	\$155,362,456
DENTON	DALLAS	11798.3	TXDOT- DALLAS	IH 35E	SOUTH OF GARDEN RIDGE BLVD	NORTH END OF THE LAKE LEWISVILLE BRIDGE	RECONSTRUCT EXISTING FACILITY FROM 6 TO 8 LANES. ADD 4 HOV/CONCURRENT MANAGED LANES WITH 23-LANE FRONTAGE ROADS ON EACH SIDE	\$233,773,712	\$134,773,712	\$0	\$99,000,000	\$98,000,000	\$0	\$98,000,000	\$799,545	\$98,200,455
DENTON	DALLAS	11798.4	TXDOT- DALLAS	IH 35E	LAKE LEWISVILLE BRIDGE	FM 2181 SOUTH IN CORINTH	RECONSTRUCT EXISTING FACILITY FROM 6 TO 8 LANES. ADD 4 HOV/CONCURRENT MANAGED LANES WITH 23-LANE FRONTAGE ROADS ON EACH SIDE	\$80,419,956	\$41,769,956	\$0	\$38,650,000	\$38,650,000	\$0	\$38,650,000	\$581,709	\$38,058,292
DENTON	DENTON	20007	DCTA	ADVANCE PURCHASE OF RAIL VEHICLES FOR DCTA LIGHT RAIL	DENTON CBD SOUTH OF HICKORYMKT RR	DART TRINITY MILLS LIGHT RAIL STATION VEHICLES	PURCHASE OF RAIL VEHICLES	\$71,500,000	\$0	\$14,300,000	\$57,200,000	\$0	\$57,200,000	\$57,200,000	\$0	\$0
DENTON	DENTON	20107	NCTCOG	BNSF PASSENGER RAIL (DENTON COUNTY SECTION)	DALLAS/DENTON CO LINE; ON BNSF RR COUNTY LINE	PHASE 1		\$500,000	\$0	\$100,000	\$400,000	\$0	\$400,000	\$400,000	\$0	\$0
DENTON	DENTON	20146	DENTON	BONNIE BRAE ROAD	IH 35E	US 377	WIDEN 2 TO 4 LANE ARTERIAL	\$57,898,189	\$0	\$11,537,839	\$46,351,351	\$0	\$46,351,351	\$0	\$46,351,351	
DENTON	DENTON	20017	TXDOT- DALLAS	FM 1171	IH 35W	US 377	WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6 LANES)	\$18,783,974	\$5,500,000	\$2,856,795	\$11,427,179	\$0	\$11,427,179	\$0	\$11,427,179	
DENTON	DENTON	11432	DENTON COUNTY	FM 2181	HICKORY CREEK ROAD	WEST FRONTAGE ROAD IH 35E	WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN	\$41,828,750	\$23,400,000	\$0	\$18,428,750	\$0	\$18,428,750	\$0	\$18,428,750	
DENTON	DENTON	20005	TXDOT- DALLAS	FM 407	WEST OF CHANN CHAPEL	WEST OF BRIARHILL BOULEVARD	WIDEN 2 LANE RURAL TO 4 LANE DIVIDED	\$7,531,607	\$0	\$0	\$7,531,607	\$0	\$7,531,607	\$0	\$7,531,607	

Source: NCTCOG

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Committed Funds: Nov-2009
 Disbursements: Feb-2010
 Last Updated

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DENTON	DENTON	11217	TXDOT-DALLAS	FM 429	1.4 MILES WEST OF LOOP 288	1.1 MILES EAST OF LOOP 288	URBAN ADDITION OF LANES	\$15,743,512	\$6,000,000	\$0	\$9,743,512	\$0	\$9,743,512	\$0	\$433,856	\$9,309,656
DENTON	DENTON	11531	TXDOT-DALLAS	FM 720	0.2 MILES WEST OF GARZA LANE	0.1 MILES WEST OF FM 423	WIDEN EXISTING RURAL 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN HIGHWAY (ULT 6-LN)	\$53,655,728	\$25,655,728	\$0	\$28,000,000	\$0	\$28,000,000	\$0	\$306,967	\$27,693,033
DENTON	DENTON	20137	DENTON	INSTALLATION FIBER OPTIC COMMUNICATION LINES	FIBER OPTIC TRUNK LINES	AT VARIOUS LOCATIONS IN THE CITY OF DENTON	INSTALLATION OF COMMUNICATION LINES	\$1,964,500	\$0	\$392,900	\$1,571,600	\$0	\$1,571,600	\$0	\$0	\$1,571,600
DENTON	DENTON	20175	TXDOT-DALLAS	LOOP 288	IH 35	US 380	CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE	\$25,892,566	\$0	\$5,178,593	\$20,714,373	\$0	\$20,714,373	\$0	\$0	\$20,714,373
DENTON	DENTON	20144	DENTON	MAYHILL ROAD (EXTENSION OF FM 2499)	IH 35E	US 380	EXPAND 2 LANE RURAL ROAD TO 4 LANE DIVIDED URBAN ARTERIAL (ULTIMATE 6 LANES); EXTENSION OF FM 2499	\$56,670,566	\$0	\$11,334,114	\$45,336,452	\$0	\$45,336,452	\$4,363,327	\$0	\$40,973,125
DENTON	DENTON	20150	DCTA	MKT RAIL CORRIDOR	DENTON CBD JUST SOUTH OF INTERSECTION OF HICKORY	DART TRINITY MILLS LIGHT RAIL STATION	CONSTRUCT PASSENGER RAIL LINE USING LIGHT RAIL NEW TECHNOLOGY LINKING THE CITIES OF DENTON AND LEWISVILLE TO THE PARTIAL LINE AT TRINITY MILLS IN CARROLLTON	\$241,450,000	\$0	\$48,290,000	\$193,160,000	\$0	\$193,160,000	\$193,160,000	\$0	\$0
DENTON	DENTON	20148	DENTON	PECAN CREEK PEDESTRIAN BRIDGE	PECAN CREEK NEAR PRAIRIE STREET AND LOOP 288	RAIL MILE MARKERS 722 (PECAN CREEK) AND 724 (LOOP 288)	CONSTRUCT 2 PEDESTRIAN BRIDGES, 110 LINEAR FEET AND 500 LINEAR FEET ON THE DENTON BRANCH RAIL TRAIL	\$1,456,430	\$0	\$291,286	\$1,165,144	\$0	\$1,165,144	\$0	\$0	\$1,165,144
DENTON	DENTON	20015	TXDOT-DALLAS	SH 114	FM 156	CONSTRUCT INTERCHANGE 2 TO 4 LANES URBAN	CONSTRUCT INTERCHANGE 2 TO 4 LANES URBAN	\$27,175,814	\$0	\$5,435,163	\$21,740,651	\$0	\$21,740,651	\$0	\$0	\$21,740,651
DENTON	DENTON	20194		SH 121			TIF/ACINTRA PAYMENT SHARE -53%	\$1,916,063	\$0	\$0	\$1,916,063	\$0	\$1,916,063	\$0	\$0	\$1,916,063

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DENTON	DENTON	20118	TXDOT- DALLAS	US 377	IH 35E	0.26 MILES SOUTH OF FM 1830	WIDEN 2 LANE TO 5 LANE URBAN SECTION	\$13,600,940 \$0	\$0	\$2,720,168	\$10,880,752	\$0	\$10,880,752	\$0	\$0	\$10,880,752
DENTON	DENTON	11225	TXDOT- DALLAS	US 380	US 377/US 77	WEST OF BONNIE BRKE	WIDEN 4 LANE DIVIDED TO 6 LANE DIVIDED URBAN	\$18,282,920 \$15,580,000 \$0	\$0	\$0	\$3,702,920	\$0	\$3,702,920	\$0	\$0	\$3,702,920
DENTON	FLOWER MOUND	20143	FLOWER MOUND	FLOWER MOUND ROAD	FM 1171	FM 2489	WIDEN 2 LANE RURAL ROAD TO 4 LANE DIVIDED URBAN ARTERIAL	\$6,174,375 \$0	\$1,034,875	\$4,139,500	\$0	\$4,139,500	\$4,139,500	\$0	\$0	\$0
DENTON	FLOWER MOUND	20016	TXDOT- DALLAS	FM 1171	WEST OF US 377	WEST OF SHILOH ROAD	WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN HIGHWAY	\$35,398,502 \$7,087,700 \$0	\$0	\$28,270,802	\$0	\$28,270,802	\$0	\$0	\$0	\$28,270,802
DENTON	FLOWER MOUND	20142	FLOWER MOUND	GARDEN RIDGE BOULEVARD	FM 3040	SPINKS RD AD	NEW 4 LANE DIVIDED URBAN ARTERIAL	\$3,589,280 \$0	\$713,856	\$2,855,424	\$0	\$2,855,424	\$2,855,424	\$0	\$0	\$0
DENTON	FLOWER MOUND	20141	FLOWER MOUND	GERALTYMORRIS FM 2489	FM 407	WIDEN AND RECONSTRUCT 4 TO 6 LANE DIVIDED URBAN ARTERIAL	\$13,484,822 \$0	\$2,692,924	\$10,771,898	\$0	\$10,771,898	\$10,771,898	\$10,771,898	\$0	\$0	\$1
DENTON	FLOWER MOUND	20140	FLOWER MOUND	SPINKS ROAD	GARDEN RIDGE BOULEVARD	DUNCAN LANE	NEW 4 LANE DIVIDED URBAN ARTERIAL	\$5,029,440 \$0	\$1,005,888	\$4,023,552	\$0	\$4,023,552	\$4,023,552	\$4,023,552	\$0	\$0
DENTON	FLOWER MOUND, ROANOKE	20123	TXDOT- DALLAS	US 377	SH 114	SOUTH OF FM 1171	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN	\$33,989,699 \$0	\$5,787,940	\$0	\$27,191,759	\$27,191,759	\$0	\$0	\$0	\$27,191,759
DENTON	FORT WORTH	20139	FORT WORTH	HULTSEY ROAD	INDEPENDENCE PARKWAY	WEST OF HENRIETTA CREEK (CLEVELAND GIBBS ROAD)	WIDEN ROADWAY FROM 2 TO 4 LANES	\$9,000,000 \$0	\$1,800,000	\$5,400,000	\$0	\$5,400,000	\$5,400,000	\$0	\$0	\$5,400,000
DENTON	FORT WORTH, HASLET	20138	FORT WORTH	MULTIMODAL TRANSPORTATION IMPROVEMENTS			RELOCATION OF THE BNSF RAILWAY TRACK IN ORDER TO RELOCATE PH 156 TO THE WEST OF THE CURRENT FM 198	\$100,000,000 \$0	\$20,000,000	\$80,000,000	\$0	\$80,000,000	\$80,000,000	\$0	\$0	\$0
DENTON	FRISCO	20002	TXDOT- DALLAS	FM 2934/ELDORADO PARKWAY	FM 423	DALLAS NORTH TOLLWAY/COLLIN COUNTY LINE	WIDEN EXISTING 2 LANE RURAL TO 6 LANE DIVIDED URBAN ROADWAY	\$28,418,000 \$0	\$0	\$28,418,000	\$0	\$28,418,000	\$0	\$0	\$20,956,721	\$5,461,279
DENTON	FRISCO	20001	TXDOT- DALLAS	FM 423	0.8 MILES SOUTH OF FM 2934	STEWARTS CREEK ROAD	WIDEN 1 LANE RURAL TO 8 LANE (ULTIMATE B LANE) DIVIDED URBAN ROADWAY	\$37,825,000 \$0	\$0	\$37,825,000	\$0	\$37,825,000	\$37,825,000	\$0	\$529,389	\$37,095,611
DENTON	FRISCO	28003	TXDOT- FM 423	US 380	0.8 MILES SOUTH OF WIDEN 2 LANE RURAL			\$38,175,000 \$0	\$0	\$38,175,000	\$0	\$38,175,000	\$0	\$39,985	\$38,135,015	

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County	City	Tip Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Acct 1	RTR Acct 2	Total RTR	Advances	Expenses	Remaining
DENTON	FRISCO, THE COLONY	11725	DENTON COUNTY	MEMORIAL DRIVE	MEMORIAL DRIVE & NAVAHO LANE	SPRING CREEK PARKWAY	CONSTRUCT NEW 4 LANE DIVIDED GRADE SEPARATION OVER/UNDER BURKINGTON NORTHERN SANTA FE RAILROAD	\$13,200,000	\$5,479,000	\$1,546,000	\$5,184,000	\$0	\$5,184,000	\$0	\$0	\$8,194,000
DENTON	JUSTIN	20121	TXDOT- DALLAS	FM 156	SH 114	NORTH JUSTIN CITY LIMIT (1100 FEET NORTH OF FM 407)	WIDEN FROM 2 TO 4 LANE DIVIDED URBAN CROSS SECTION	\$34,390,982	\$0	\$5,878,185	\$27,512,796	\$0	\$27,512,796	\$0	\$27,512,796	\$0
DENTON	LEWISVILLE	20110	LEWISVILLE	CORPORATE DRIVE	JOSEY LANE	TRINITY DRIVE	CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$3,890,854	\$0	\$766,170	\$3,084,684	\$0	\$3,084,684	\$3,084,684	\$0	\$0
DENTON	LEWISVILLE	11534	LEWISVILLE	CORPORATE DRIVE	FM 544	JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY	ND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DENTON	LEWISVILLE	20105	LEWISVILLE	CORPORATE DRIVE	WATERS RIDGE DRIVE	DGND RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$1,988,078	\$0	\$397,216	\$1,588,862	\$0	\$1,588,862	\$1,588,862	\$0	\$0
DENTON	LEWISVILLE	20152	LEWISVILLE	CORPORATE DRIVE	AT ELM FORK TRINITY RIVER BRIDGE		CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$5,895,092	\$0	\$1,179,019	\$4,716,073	\$0	\$4,716,073	\$889,465	\$0	\$3,726,608
DENTON	LEWISVILLE	20108	LEWISVILLE	CORPORATE DRIVE	HOLFORD'S PRAIRIE ROAD	ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$10,207,548	\$0	\$2,041,510	\$8,166,038	\$0	\$8,166,038	\$1,538,087	\$0	\$6,627,951
DENTON	LEWISVILLE	20131	LEWISVILLE	CORPORATE DRIVE	AT ELM FORK TRINITY RIVER BRIDGE	DGND RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$6,724,178	\$0	\$1,344,836	\$5,379,342	\$0	\$5,379,342	\$5,379,342	\$0	\$0
DENTON	LEWISVILLE	20111	LEWISVILLE	CORPORATE DRIVE	HOLFORD'S PRAIRIE ROAD	FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$4,511,570	\$0	\$902,314	\$3,609,256	\$0	\$3,609,256	\$3,609,256	\$0	\$0
DENTON	LEWISVILLE	20113	LEWISVILLE	CORPORATE DRIVE	FM 544	JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY	\$17,833,594	\$0	\$3,569,718	\$14,266,876	\$0	\$14,266,876	\$3,128,897	\$0	\$11,137,989
DENTON	LEWISVILLE	117292	TXDOT- DALLAS	FM 544	0.17 MILES WEST OF JOSEY LANE	PARKER/DODZIER ROAD	CONSTRUCT AND WIDEN FROM 2 LANE RURAL TO 6 LANE DIVIDED URBAN	\$13,482,090	\$5,851,060	\$1,306,200	\$5,224,800	\$0	\$5,224,800	\$0	\$0	\$5,224,730
DENTON	LITTLE ELM	20089	LITTLE ELM	WITT ROAD	ELDORADO PARKWAY (FM 720)	KING ROAD	RECONSTRUCT BRIDGE OVER	\$5,560,479	\$0	\$1,112,088	\$4,448,383	\$0	\$4,448,383	\$835,660	\$0	\$3,612,723

Source: NCTCOG

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Disbursements: Feb-2010

North Central Texas Council of Governments (NCTCOG)

Project Listing Report: RTR Committed Funds vs Disbursements

County	City	TIP Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Act 1	RTR Act 2	Total RTR	Advances	Expenses	Remaining
DENTON	MCMINNEY	20096	TxDOT- DALLAS	US 380	FM 423	DENTON/COLLIN COUNTY LINE	ADD RIGHT TURN LANE, ADD MEDIAN, WIDEN 4 TO 6 LANE DIVIDED URBAN WITH INTERSECTION IMPROVEMENTS AT FM 423	\$14,277,120	\$0	\$2,855,424	\$0	\$11,421,696	\$11,421,696	\$0	\$0	\$11,421,696
DENTON	PLANO	20104	PLANO	MARSH LANE	PARK BOULEVARD	PARKER BOULEVARD	WIDEN EXISTING 2 LANE SECTION TO 6 LANE DIVIDED	\$891,239	\$0	\$178,248	\$712,991	\$0	\$712,991	\$0	\$0	\$712,991
DENTON	PLANO	20103	PLANO	PLANO PARKWAY	MIDWAY ROAD	WEST CITY LIMITS	WIDEN 4 LANES TO 6 LANE DIVIDED THOROUGHFARE	\$1,297,920	\$0	\$259,584	\$1,038,336	\$0	\$1,038,336	\$0	\$0	\$1,038,336
DENTON	REGIONAL	20200	NCTCOG	SUSTAINABILITY FOR TRANSIT			TRANSIT OPERATIONS REGIONAL COORDINATION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$1,000,000
DENTON	ROANOKE	20112	TxDOT- DALLAS	US 377	SH 114		INSTALLATION OF TRAFFIC SIGNALS AND SUBSEQUENT RETIMING	\$910,000	\$0	\$182,000	\$728,000	\$0	\$728,000	\$0	\$0	\$728,000
DENTON	ROANOKE	20120	TxDOT- DALLAS	US 377	SH 170 (FARRAN COUNTY LINE)	SH 114	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN, SECTION 5	\$12,738,749	\$0	\$2,547,750	\$10,180,999	\$0	\$10,180,999	\$0	\$0	\$10,180,999
DENTON	THE COLONY	20004	TxDOT- DALLAS	FM 423	SH 121	STEMWARTS CREEK ROAD	WIDEN 4 TO 6 LANES WITH AUXILIARY LANES FROM SH 121 TO COUGAR ALLEY AND WIDEN FROM 4 TO 6 LANES DIVIDED URBAN FROM COUGAR ALLEY TO STEWARTS CREEK	\$44,200,000	\$0	\$0	\$44,200,000	\$0	\$44,200,000	\$0	\$7,937,413	\$36,262,587
DENTON	THE COLONY	28002	TxDOT- DALLAS	FM 423	US 380	SH 121	UTILITY RELOCATION	\$9,000,000	\$0	\$0	\$9,000,000	\$0	\$9,000,000	\$0	\$936,170	\$8,063,830
DENTON	THE COLONY	20119	THE COLONY MEMORIAL DRIVE	MORNING STAR	STANBRIDGE DRIVE		DESIGN, INSTALLATION, & RETIMING OF 3 NEW TRAFFIC SIGNALS	\$500,000	\$0	\$100,000	\$400,000	\$0	\$400,000	\$0	\$0	\$0
DENTON	THE COLONY	20102	THE COLONY NORTH COLONY BOULEVARD	CURRY DRIVE (0.1 MILE WEST OF MAIN STREET)	PAIGE ROAD		WIDEN, RECONSTRUCT, AND ADD TURN AND	\$7,401,086	\$0	\$1,480,217	\$5,920,869	\$0	\$5,920,869	\$1,990,144	\$0	\$3,930,725

Source: NCTCOG

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Project Listing Report: RTR Committed Funds vs Disbursements

County	City	TIP Code	Agency	Facility	From	To	Description	Total	Non RTR	RTR Match	RTR Acct 1	RTR Acct 2	Total RTR	Advances	Expenses	Remaining
DENTON	THE COLONY	20101	THE COLONY PLANO PARKWAY	SH 121		0.4 MILES SOUTH OF WINDHAVEN PARKWAY	WIDEN 4 LANE RURAL ROAD TO A 6 LANE DIVIDED ROADWAY	\$7,255,373	\$0	\$1,451,075	\$5,804,298	\$0	\$5,804,298	\$1,124,864	\$0	\$4,679,434
DENTON	WESTLAKE	11238	TxDOT-DALLAS	SH 114	0.84 MILES WEST OF TROPHY LAKE DRIVE	0.07 MILES WEST TROPHY CLUB DRIVE	0 TO 8 LANES: PHASE III - COMPLETE MAIN LANES AND FRONTAGE ROADS FOR 6 LANES (OF ULTIMATE 8 LANE) FREEWAY	\$25,449,905	\$21,900,000	\$0	\$13,849,905	\$0	\$13,849,905	\$0	\$601,901	\$13,248,004

Attachment 4

County	Limits			Construction Value (\$)	Category	Description	Impacts				Hours of Delay Reduced	Cost of Delay Reduced (\$)
	Highway	From	To				Connectivity	Economy	Safety	System Preservation		
Angelina	US 59	at FM 2021		21,766,200	Prop 14 (SB)	Construct grade separation add 2 lanes for a 4-lane divided facility	L	L	H	L	740.4	19283.7
Austin	SH 36	0.2 mile south of FM 2187	FM 949	15,322,655	ARRA	add 2 lanes for a 4-lane divided facility	L	L	H	M	1441.5	37941.4
Austin	SH 36	FM 949	0.2 mile north of FM 2429	10,913,003	ARRA	add 2 lanes for a 4-lane divided facility	L	L	H	M	981.3	25626
Bastrop	SH 71	west of FM 20	west of SH 304	12,866,700	Prop 14 (SB)	Construct grade separation	L	L	H	L	11666.3	219580.1
Brazoria	SH 288	at County Road 101 (Bailey Road)		8,328,816	traditional (Brazoria County/HGAC)	Construct grade separation and ramps	H	M	H	M	5892.6	132394.4
Dallam	US 87	8.19 miles southeast of FM 1879	FM 1727	8,269,000	ARRA	reconstruct, add 2 lanes	M	M	L	M	1036.9	29432.5
Grayson	US 82	Bethany Road	US 69	4,800,000	ARRA	widen from 2-lane to 4-lane divided	L	M	M	M	356.8	6641.8
Harris	FM 529	SH 99	Fry Road	10,300,000	traditional	Widen to 4-lane roadway with continuous center left turn lane, concrete curb and gutter	H	H	H	M	76419.4	1664039.9
Harris	FM 2978	Montgomery county line	FM 2920	11,581,371	traditional	Widen to 5-lane curb and gutter with in-line detention pond	H	M	H	M	64407	1396995.1
Harris	FM 1960	0.52 mile west of SH 249	0.38 mile west of IH 45	2,049,489	traditional	Implement access management treatments (includes ITS improvement)	M	H	H	M	39771	729407.5
Harris	IH 10	at SH 99		30,000,000	ARRA	construct 2 direct connectors	M	L	M	L	3144.7	56591.3
Harris	SH 146	SH 146 (southbound)	SS 330	4,658,000	ARRA	construct direct connector	M	L	H	L	263.2	5025.4
Houston	SL 304	SH 7	SH 19	3,515,000	ARRA	add continuous two-way left turn lane	L	M	H	L	57.7	927
Jefferson	FM 365	Spur 93	US 69	7,455,610	ARRA	add 2 lanes and left turn lane	M	M	M	L	545.5	10604.1
Tarrant	FM 1187	Newt Patterson	BU 287P	11,100,447	ARRA	widen from 2 to 4-lane with shoulders and curb and gutter	L	M	H	M	72165.1	1504831.6
Travis	RM 2769	RM 620	Proposed Anderson Mill Road	4,000,000	ARRA	reconstruct to 4-lane divided	M	M	L	M	16422.8	342957.8
Walker	SH 19	SH 30	IH 45	15,000,000	Prop 14 (SB)	Widen to four lane divided highway	M	M	H	M	234.6	4739.2

Limits			Impacts							
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Anderson	US 79	0.5 mile west of SH 155 (Jackson Street)	0.1 mile north of SL 256	908,430	ARRA-P	Plane and resurface roadway	L	L	M	H
Anderson	US 79	0.4 mile southeast of FM 2394 in Palestine	0.5 mile west of SH 155 (Jackson Street)	1,291,571	ARRA-P	Plane and resurface roadway	L	L	L	H
Anderson	US 287	0.1 mile N of FM 2419, south of Palestine	SH 294 (W) in Elkhart	1,541,000	ARRA-P	Repair and resurface roadway	L	L	L	H
Andrews	US 385	0.1 mile south of south Mustang Drive	Ector county line	1,077,099	traditional	Pavement overlay	L	L	L	M
Aransas	BS 35L	Stapp Street	Aransas/San Patricio county line	216,000	ARRA-P	Mill, seal and overlay	L	L	L	H
Atascosa	IH 37	US 281	Bexar county line	4,727,549	ARRA-P	Mill, base repair, Seal coat, overlay, signs, and pavement markings	L	L	L	H
Bastrop	FM 20	SH 71	0.2 mile north of FM 535	4,220,296	ARRA-P	Widen, rehab, add turn lane and overlay	L	L	M	L
Bastrop	Pettytown Road	at Upper Elm Creek		231,000	traditional	Replace bridge and approaches	L	L	H	L
Bastrop	St. Delight	at Pin Oak Creek		281,000	traditional	Replace bridge and approaches	L	L	H	L
Baylor	FM 422	at Coal Creek		346,196	traditional	Replace bridge and approaches	L	L	H	L
Bexar	Spur 536	Steves Avenue	Ashley Road	1,402,706	traditional	Seal coat, overlay and pavement markings	L	L	M	H
Bexar	Spur 536	Ashley Road	IH 410	280,778	traditional	Seal coat, overlay, and pavement markings	L	L	M	H
Bexar	Spur 536	IH 35	Steves Avenue	871,788	traditional	Seal coat, overlay, and pavement markings	L	L	M	H
Bexar	IH 10	0.2 mile east of FM 2538	Bexar/Guadalupe county line	29,394	traditional	Install median barrier (wire rope/cable safety system)	L	L	H	L
Bosque	FM 2602	at Hog Creek		678,000	traditional	Replace bridge and approaches	L	L	H	L
Bowie	SH 93	at 40th/Kennedy Lane in Texarkana		150,000	ARRA-P	Upgrade existing traffic signals	L	L	M	L
Bowie	US 82	Cowhorn Creek	0.2 mile west of US 59	439,834	ARRA-P	Resurface existing highway	L	L	L	H
Bowie	4th Street	at Swampoodle Creek		517,235	traditional	Replace bridge and approaches	L	L	H	L
Bowie	US 67	at Big Creek and at Caney Creek		2,182,500	traditional	Rehabilitate bridge and approaches	L	L	H	L
Brazos	FM 158	BS 6R (Texas Avenue)	Prairie Road	471,000	traditional	Overlay and pavement markings	L	L	M	H

			Limits					Impacts			
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation	
Brewster	US 67	1.286 miles east Brewster/Presidio county line	Brewster/Presidio county line	601,034	ARRA-P	Overlay	L	L	L	H	
Caldwell	SH 142	Borchert Loop in Lockhart	US 183	1,900,000	ARRA-P	Mill, seal, pavement repair and overlay	L	L	L	H	
Caldwell	Mineral Springs Road	at West Fork Plum Creek		286,136	traditional	Replace bridge and approaches	L	L	H	L	
Calhoun	SH 35	Mildred Drive in Port Lavaca	Barge Canal	1,996,666	ARRA-P	ACP overlay	L	L	L	H	
Callahan	IH 20	east of Mexia Creek	Eastland county line	2,380,019	ARRA-P	Resurfacing and pavement markings	L	L	M	H	
Cameron	FM 506	2.96 miles north of US 83	3.88 miles north of US 83	1,288,906	ARRA-P	Upgrade drainage culvert and raise road	L	L	M	H	
Cameron	SH 4	SH 48	FM 2519	280,403	traditional	Overlay	L	L	L	H	
Carson	FM 2373	IH 40	US 60	90,169	traditional	Seal coat	L	L	L	M	
Cass	n/a	various locations in Cass county and the city of Linden		456,778	ARRA-TE	Linden Streetscape	L	M	L	L	
Cass	Various locations	Various locations district-wide		475,698	ARRA-P	Installation and upgrade of traffic control devices	L	L	H	L	
Chambers	n/a	2 miles west of FM 1724		1,863,070	ARRA-TE	Chambers county tourist and visitor center ramps	L	M	M	L	
Chambers	IH 10	at Cotton Bayou		1,200,000	traditional	Replace bridge and approaches	L	L	H	L	
Childress	US 287	335 feet east of FM 2530 east to Hardeman county line		2,356,559	ARRA-P	Hot mix overlay	L	L	H	H	
Clay	US 287	SH 148	1.4 miles southeast of Spur 510 (northbound and southbound)	1,395,348	traditional	Milling and hot mix overlay	L	L	M	H	
Coke	US 277	0.353 mile North of SH 158 (Main Street)	at SH 158 (Main Street) in Bronte	414,208	ARRA-P	Concrete pavement at intersection	L	L	L	H	
Collin	FM 982	US 380	0.1 mile south of County Road 400	6,104,390	ARRA-P	Reconstruct rural 2 lane highway to 2 lane urban with shoulders and two-way left-turn lane	L	L	M	M	
Collin	SH 5	at east fork Trinity River		1,788,920	traditional	Replace bridge	M	M	H	H	
Collin	SH 5	at east fork of Trinity River relief		4,253,520	traditional	Replace bridge and approaches	L	L	H	L	
Collin	SH 5	at east fork of Trinity River relief		1,208,288	traditional	Replace bridge and approaches	L	L	H	L	
Collin	FM 545	at Clemmons Creek		470,339	traditional	Replace bridge and approaches	L	L	H	L	
Collin	FM 545	at Clemmons Creek relief		416,530	traditional	Replace bridge and approaches	L	L	H	L	

		Limits		Impacts						
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Colorado	IH 10 westbound lanes	Fayette county line	Hatterman Lane	2,318,517	ARRA-P	ACP overlay	L	L	L	H
Cooke	IH 35	west service road from entrance ramp	FM 372 Exit Ramp near IH 35	85,666	traditional	Hot mix overlay	L	L	M	H
Cooke	US 82	east of Hospital Drive		68,391	traditional	Hot mix overlay	L	L	M	H
Cooke	US 82	Near Muenster city limit at Highway Divide	Ash Street	54,622	traditional	Hot mix overlay	L	L	M	H
Cooke	US 82	Mesquite Street in Muenster	FM 2739	593,169	traditional	Hot mix overlay	L	L	M	H
Cooke	FM 922	at William Creek		870,379	traditional	Replace bridge and approaches	L	L	M	H
Cottle	CR 428	at Salt Creek		304,123	traditional	Replace bridge and approaches	L	L	H	L
Crockett	FM 1901	Pecos River bridge		1,500,000	traditional	Replace bridge and approaches	L	L	H	L
Crosby	FM 1471	US 62	FM 651	227,219	ARRA-P	Seal coat	L	L	L	H
Crosby	SH 207	US 62	FM 40 (East)	337,825	ARRA-P	Seal coat	L	L	L	H
Dallam	US 87	8.19 miles southeast of FM 1879	0.99 mile northeast of FM 1727	1,540,937	ARRA-P	Rehabilitation (southbound lanes)	L	L	L	H
Dallas	CS	Various locations district-wide		86,113	traditional	Signal timing	L	L	H	L
Dallas	Various locations	Various locations district-wide		12,000	traditional	Signal timing	M	L	H	M
Dallas	IH 20	Various locations district-wide at Cockrell Hill		179,504	traditional	Upgrade traffic signals	M	L	H	M
Dallas	IH 635	at Plano		163,022	traditional	Upgrade traffic signals	M	L	H	M
Dallas	SL 12	at Davis		178,436	traditional	Upgrade traffic signals	M	L	H	M
Dallas	US 67	at Kleist and at Polk		361,018	traditional	Upgrade traffic signals	M	L	H	M
Dallas	SH 161	SH 183	IH 635	112,400	traditional	Upgrade traffic signals	M	L	H	M
Dallas	IH 45	at Lamar		252,775	traditional	Returbish small signs	M	L	H	M
Dallas	US 175	at MLK and at Hatcher		364,600	traditional	Upgrade traffic signal	M	L	H	M
Dallas	IH 30	at Peak and at Ferguson		408,278	traditional	Upgrade traffic signal	M	L	H	M
Dallas	IH 635	US 80	Elam Road in Balch Springs	209,950	traditional	Striping	L	L	H	M
Dallas	FM 1382	US 67	IH 35E	391,653	traditional	Continuous illumination	M	L	H	M
Dallas	SH 78	IH 635	Avenue B	3,264,757	ARRA-P	ACP overlay, concrete full depth repair and pavement markings	L	L	L	H
Dallas	Spur 348	SH 114	O'Connor	1,202,198	traditional	ACP overlay	L	L	H	H
Dallas	SH 114	Freeport Parkway	Spur 348	4,720,082	traditional	ACP overlay	L	L	H	H
Dallas, Denton, and Rockwall	Various locations			762,324	traditional	Install uninterrupted power supply	M	L	H	M
Dawson	FM 2052	SH 349	US 180	77,870	traditional	Seal coat	L	L	M	H
Dawson	FM 26	US 87	FM 828	131,757	traditional	Seal coat	L	L	M	H

Limits			Impacts							
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Deaf Smith	SH 214	FM 1058	Palmer county line	83,561	traditional	Seal coat	L	L	L	M
Deaf Smith	SH 214	FM 1058	FM 1412	340,439	traditional	Seal coat	L	L	L	M
Denton	IH 35E	UNT Boulevard	IH 35W	255,819	traditional	Continuous illumination	M	L	H	M
Denton	FM 1171	Garden Ridge	IH 35E	166,145	traditional	Video detection and signal timing	M	L	H	L
Dickens	FM 836	FM 2565	FM 2794	291,295	ARRA-P	Sealcoat	L	L	L	H
Dickens	SH 208	at Duck Creek		851,886	traditional	Replace bridge and approaches	L	L	H	L
Dimmit	US 83	Zavala/Dimmit county line	SH 85	477,591	ARRA-P	Seal coat	L	L	L	H
District-wide	Various			705,952	traditional	Striping	L	L	H	L
Duval	US 59	SH 16	0.510 mile east	752,839	ARRA-P	Rehabilitate existing roadway	L	L	L	H
Duval	US 59	0.316 Mile West of SH 16	SH 16	394,803	ARRA-P	Rehabilitate roadway	L	L	L	H
Eastland	IH 20	4.9 mi. east of Ranger	0.5 mi. east of SH 16	1,413,203	traditional	Plane, underseal, and AC Overlay	L	L	H	H
El Paso	FM 258	at Tiwa/Vineyard		50,000	ARRA-P	Traffic signal installation	L	L	H	L
El Paso	Various locations	Various locations district-wide		998,476	ARRA-P	Upgrading overhead and large ground mounted signs	L	L	M	L
El Paso	CS	US/Mexico border	approximately 1.5 miles north	1,200,000	ARRA-P	Rehabilitate existing track and construct 550 feet of connecting track	L	M	M	M
Ellis	FM 660	BI 45J	IH 45	95,428	traditional	Rehabilitate existing roadway	L	M	M	H
Ellis	FM 983	FM 664	BI 45J	107,793	traditional	Rehabilitate existing roadway	L	M	M	H
Erath	SH 6	5.9 miles east of FM 847	FM 914 in Alexander	165,158	ARRA-P	Seal coat	L	L	L	H
Erath	SH 6	FM 847 in Dublin	5.9 mile east of FM 847	387,655	ARRA-P	Seal coat	L	L	L	H
Erath	CR 136	at Lost Creek		237,357	traditional	Replace bridge and approaches	L	L	H	L
Erath	CR 126	at Little Sunday Creek		252,319	traditional	Replace bridge and approaches	L	L	H	L
Fannin	US 82	0.45 mi east of SH 78	Lamar county line	710,095	traditional	Seal coat	L	M	H	H
Fayette	IH 10 westbound lanes	US 77		1,137,462	ARRA-P	ACP overlay	L	L	L	H
Floyd	FM 1958	FM 651	Colorado county line	330,015	ARRA-P	Seal coat	L	L	L	H
Floyd	FM 651	US 62	Crosby county line	307,960	ARRA-P	Seal coat	L	L	L	H
Fort Bend	Mullins Reynolds	at Bessies Creek		536,678	ARRA-P	Replace bridge and approaches	L	L	H	H
Fort Bend	FM 762	at Smithers Lake		1,411,254	ARRA-P	Replace bridge and approaches	L	L	H	H

Limits			Impacts							
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Fort Bend	SH 36	Fairgrounds Park and Ride at US 59		1,869,763	traditional	Phase 2: construct fairgrounds park and ride (250 space)	L	M	L	M
Fort Bend	US 59	at FM 360		13,597,029	traditional	Construct grade separation	H	M	H	M
Freestone	FM 489	FM 1848	County Road 371	2,019,898	ARRA-P	Restore existing road consisting of grading, flexible base, surface, and pavement markings	L	L	L	H
Frio	FM 140	2.2 miles east of Pearsall	FM 472	5,248,294	ARRA-P	Rehabilitate and widen narrow roadway	L	L	L	H
Galveston	FM 3005	San Luis Pass Toll Bridge	west end of Galveston Seawall	3,227,313	ARRA-P	Raise roadway and base repairs (phase 1)	L	L	L	H
Galveston	Various locations	Various locations district-wide		464,420	ARRA-P	Countywide full depth concrete repair	L	L	L	H
Galveston	SH 146	north of Loop 197	south of Loop 197	8,460,730	traditional	Construct southbound grade separation	H	M	H	M
Galveston	Cherry Drive	at Benson Gully		342,154	traditional	Replace bridge and approaches	L	L	H	L
Garza	SH 207	Spur 575	US 380	42,863	traditional	Seal coat	L	L	M	H
Grayson	US 82	Bethany Road	US 69	4,330,212	ARRA-P	Overlay	L	L	L	H
Grimes	SH 30	FM 244	SH 90	1,961,804	ARRA-P	Overlay and pavement markings	L	L	M	H
Grimes	SH 6	Grassy Creek bridge	Waller county line	2,493,998	traditional	Overlay and pavement markings	L	L	M	H
Guadalupe	IH 10	2.5 miles east of US 90	1.0 mile west of FM 2438	112,830	traditional	Install median barrier (wire rope/cable safety system)	L	L	H	L
Guadalupe	IH 10	FM 1104	0.7 mile west of SH 80	322,414	traditional	Install median barrier (wire rope/cable safety system)	L	L	H	L
Guadalupe	IH 10	0.1 mile east of SH 123	2.45 miles east of US 90	177,277	traditional	Install median barrier (wire rope/cable safety system)	L	L	H	L
Guadalupe	IH 10	0.2 mile west of US 90	0.2 mile west of BS 123-B	292,117	traditional	Install median barrier (wire rope/cable safety system)	L	L	H	L
Guadalupe	IH 10	0.4 mile east of FM 775	0.2 mile west of US 90	68,306	traditional	Install median barrier (wire rope/cable safety system)	L	L	H	L
Harris	IH 45	north of Beltway 8	south of Beltway 8	103,972	ARRA-P	Pavement markings	L	L	H	L
Harris	IH 45	north of Beltway 8	Cypresswood Drive	240,981	ARRA-P	Pavement markings	L	L	L	H

Limits			Impacts							
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Harris	BW 8	at White Oak Bayou		126,732	ARRA-P	Reshape and stabilize erosion	L	L	L	H
Harris	FM 2978	0.307 mile north of Union Pacific Railroad	0.470 mile south of Union Pacific Railroad	7,883,843	ARRA-P	Construct railroad-highway grade separation	L	L	H	L
Harris	Various locations	Various locations district-wide		1,390,380	ARRA-P	Bridge maintenance-repairing steel members, sealing access doors, cleaning and painting caps	L	L	H	H
Harris	Various locations	Various locations district-wide		1,000,000	traditional	Tour-based travel demand model development	M	L	L	L
Harris	Various locations	Various locations district-wide		4,000,000	traditional	Regional vanpool program (FY 2009) CMAQ	L	M	L	M
Harris	McGowan Street	Smith	Hamilton	1,000,000	traditional	Midtown master plan (Phase 4)	L	M	L	L
Harris	FM 2100	Diamondhead Boulevard	0.14 mile south of First Street	10,028,672	traditional	Construct railroad grade separation structure and approaches	H	M	H	M
Harris	Moonshine Hill Road	at Jordan Gully in city of Houston		542,206	traditional	Replace bridge	M	M	H	H
Harrison	IH 20	Gregg county line	0.5 mile west of SH 43	4,469,235	traditional	Resurface interstate	L	L	L	H
Harrison	LP 281	Gregg county line	US 80	5,184,561	ARRA-P	Rehabilitate pavement on existing 4 lane highway	L	L	L	H
Hartley	US 87	west of US 385	Moore county line	252,906	traditional	Seal coat	L	L	L	M
Hays	SH 123	IH 35 northbound frontage road	Ebony Street	265,000	ARRA-P	Overlay	L	L	L	H
Hays	FM 621	SH 123	Guadalupe county line	638,000	ARRA-P	Seal coat and overlay	L	L	L	H
Hays	IH 35	2000 feet north of FM 2001	FM 2001	700,000	ARRA-P	Seal coat, mill and inlay, overlay w/pfc	L	L	L	H
Hays	SH 123	at FM 3407		15,232,500	Prop 14 (SB)	Construct grade separation	L	L	H	L
Henderson	SH 198	at Twin Creek bridge, 1.2 miles south of SH 334		27,000,000	traditional	Replace bridge and approaches	L	L	H	L
Hidalgo	FM 907	SH 107	US 83	998,920	ARRA-P	Overlay	L	L	L	H
Hidalgo	SH 107	0.163 mile east of FM 493	0.394 mile east of FM 88	981,570	ARRA-P	Overlay	L	L	L	H
Hidalgo	FM 2061	1250 feet north of Trenton Rd	750 feet south of Nolana (FM 3461)	540,908	ARRA-P	Rehabilitate southbound outside lane and overlay full roadway width	L	L	L	H
Hidalgo	FM 396	1.6 miles south of US 83	0.1 mile south of US 83	11,000,000	ARRA	Construct overpass and frontage roads	M	M	H	L

County	Highway	Limits		Construction Value (\$)	Category	Description	Impacts			
		From	To				Connectivity	Economy	Safety	System Preservation
Hidalgo	US 83	0.3 mile west of FM 396	0.3 mile east of FM 396	10,000,000	ARRA	Construct overpass	L	L	L	L
Hill	CR 115	at Navasota River		192,687	traditional	Replace bridge and approaches	L	L	L	L
Hood	FM 167	US 377	FM 4 in Action	431,983	ARRA-P	Mill and HMA overlay	L	L	M	H
Houston	US 287	3.9 miles south of BU 287-V	LP 304	714,620	traditional	Microsurfacing	L	L	H	H
Houston	US 287	0.25 mile south of BU 287-V	3.63 miles south	418,028	traditional	Microsurfacing	L	L	H	H
Hutchinson	RM 1319	RM 1319	RM 687/RM 1319 split	164,589	traditional	Seal coat	L	L	L	M
Hutchinson	RM 1319	Grover Avenue	RM 687	14,209	traditional	Seal coat	L	L	L	M
Hutchinson	RM 687	RM 1319	RM 1319/RM 687 split	78,109	traditional	Seal coat	L	L	L	M
Hutchinson	RM 687	SH 152	RM 1319	262,119	traditional	Seal coat	L	L	L	M
Hutchinson	RM 687	SH 136	RM 1319	137,051	traditional	Seal coat	L	L	L	M
Hutchinson	SH 136	SH 152	BS 152-B	35,425	traditional	Seal coat	L	L	L	M
Hutchinson	SH 136	SH 136/SH 207	BS 152-B	188,715	traditional	Seal coat	L	L	L	M
Jackson	FM 822	at Kerr Branch		716,776	traditional	Replace bridge and approaches	L	L	H	L
Jasper	US 96	0.7 mile north of RTE 255	2.7 mile north of US 190	6,196,270	ARRA-P	Repair and resurface with asphalt pavement	L	L	L	H
Jasper	CR 443	at Everett Creek		451,871	traditional	Replace bridge and approaches	L	L	H	L
Jefferson	SH 73	0.96 mile west of Rainbow Bridge	0.32 mile east (westbound lanes)	542,605	ARRA-P	Raise roadway elevation	L	L	M	M
Jim Wells	SH 44	Ventura Street in San Diego	approximately 0.15 mile east of FM 1554	5,512,948	ARRA-P	Rehabilitate existing roadway	L	L	L	H
Jim Wells	US 281	at FM 1554		15,000,000	Prop 14 (SB)	Construct overpass	L	L	H	L
Johnson	SH 171	Cleburne city limits	1.36 miles south of FM 2135	1,092,647	ARRA-P	Seal coat	L	L	L	H
Johnson	FM 2415	FM 4	end of roadway	1,435,523	ARRA-P	Reconstruct roadway	L	L	L	H
Johnson	SH 174	North of Poindexter Street in Cleburne	north of Vaughan Street	2,242,511	ARRA-P	Hot mix overlay	L	L	L	H
Johnson	n/a			1,076,376	ARRA-TE	Burleson Pedestrian and Bicycle Trail	L	M	M	L
Kimble	FM 2169	current south terminus of FM 2169	US 377	3,000,000	ARRA	Extend existing facility on a new location	M	L	L	L
King	SH 222	at Little Croton Creek		1,153,356	traditional	Replace bridge and approaches	L	L	H	L

		Limits		To		Construction Value (\$)	Category	Description	Impacts			
County	Highway	From							Connectivity	Economy	Safety	System Preservation
King	CR 411	at N. Croton Creek				333,693	traditional	Replace bridge and approaches	L	L	H	L
Kinney	RM 693	US 277		1.944 miles west of railroad tracks		248,138	ARRA-P	Seal coat	L	L	L	H
Kleberg	SH 285	Brooks county line		US 77		2,117,322	traditional	Overlay	L	L	L	H
Knox	CR 1755	at Gyp Creek				307,298	traditional	Replace bridge and approaches	L	L	H	L
La Salle	BI 35C	IH 35/BI-35C north intersection		1.867 miles south		218,852	ARRA-P	Seal coat	L	L	L	H
La Salle	IH 35	La Salle/Frio county line		8.5 miles south of county line		1,574,217	ARRA-P	Reconstruction of north bound mainlanes, ramps	L	L	L	H
Lamar	SH 24	0.34 mi south of LP 286		3.56 mi south of LP 286		178,309	traditional	Seal coat	L	M	H	H
Lamar	SH 24	3.56 mi south of LP 286		Delta county line		432,937	traditional	Seal coat	L	M	H	H
Lee	FM 696	at Pin Oak Br, 7.2 miles west of FM 112				1,815,000	ARRA-P	Replace bridge and approaches	L	L	H	H
Lee	FM 696	1.390 miles northeast of FM 619		2.204 miles northeast of FM 619		2,310,000	ARRA-P	Replace bridge and approaches	L	L	H	H
Liberty	FM 834	SH 146		FM 770		1,200,000	ARRA-P	Restore existing roadway	L	L	L	H
Liberty	Sanddune Road	at Woodards Spring Creek				336,206	traditional	Replace bridge and approaches	L	L	H	L
Liberty	CR 615	at drain ditch				152,018	traditional	Replace bridge and approaches	L	L	H	L
Llano	RM 2900	RM 1431		Llano River		1,396,491	ARRA-P	Rehabilitate existing roadway	L	L	L	H
Lubbock	Loop 289	FM 1730		IH 27		1,285,908	traditional	Nova Chip	L	L	M	H
Lubbock	FM 835	Avenue A		east of MLK		258,278	traditional	Seal coat	L	L	M	H
Lynn	FM 213	Terry county line		FM 179		72,728	traditional	Seal coat	L	L	M	H
Marion	SH 49	1.6 miles northeast of FM 134		0.1 mile east of FM 248		420,636	traditional	Rehabilitate existing roadway	L	L	L	H
Marion	FM 134	FM 2208		Harrison county line		332,580	ARRA-P	Restore section and resurface 2 lane highway	L	L	L	H
Martin	SH 349	SH 176		Midland county line		534,259	traditional	Pavement overlay	L	L	L	M
Martin	SH 349	Dawson county line		SH 176		752,427	traditional	Pavement overlay	L	L	L	M
Maverick	US 277	0.63 mile east of US 57		1.546 miles east of Lampasitas Creek		473,885	ARRA-P	Seal coat	L	L	L	H
McLennan	CR 132	at Harris Creek				443,100	traditional	Replace bridge and approaches	L	L	H	L
McLennan, Etc.	US 84	SH 31		Limestone county line		2,420,000	ARRA-P	Repair and resurface with asphalt pavement	L	L	M	H
Menard	FM1311	SH 29		Mason County line		119,437	traditional	Seal coat	L	L	L	H

Limits			Impacts							
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Millam	US 79	0.4 mile west of FM 2095	Cedar Park	1,069,635	ARRA-P	Overlay consisting of milling, HMA overlay, surface treatment and pavement markings	L	L	L	H
Montgomery	FM 1314	0.212 mile northwest of Mills Road	0.126 mile southeast of Mills Road	374,100	ARRA-P	Drainage improvements	L	L	M	M
Montgomery	Woodlands Town Center	Turning Basin	Lake Woodlands	8,226,225	traditional	Construction of Transitway, Waterway, and Pedestrian facilities	L	H	L	L
Moore	FM 1913	RM 1319	SH 152	38,301	traditional	Seal coat	L	L	L	M
Moore	RM 1319	Hutchinson county line	FM 1913	28,624	traditional	Seal coat	L	L	L	M
Morris	CR 2231	at Big Cypress relief		498,946	traditional	Replace bridge and approaches	L	L	H	L
Motley	CR 404	at Draw		292,846	traditional	Replace bridge and approaches	L	L	H	L
Motley	CR 214	at Draw		305,314	traditional	Replace bridge and approaches	L	L	H	L
Navarro	FM 709	at Treadwell Branch		332,637	ARRA-P	Replace bridge and approaches	L	L	H	H
Navarro	SH 31	westbound at Cedar Creek		556,889	ARRA-P	Replace bridge	L	L	L	H
Nueces	IH 37	0.25 mile east of Carbon Plant Road	McKinzie Road	12,100,000	ARRA	Construct frontage road and modify entrance and exit ramps	L	M	M	L
Palo Pinto	SH 16	Palo Pinto Creek	US 180	1,892,018	ARRA-P	Cement treat existing base on northbound lane and shoulder. Seal coat and 2-inch HMA overlay entire roadway	L	L	L	H
Parker	FM 3325	FM 1886	White Settlement Road	769,121	ARRA-P	Rehab existing roadway with pavement repairs and overlay	L	L	L	H
Pecos	IH 10	1.8 miles west of FM 11	2.0 miles west of FM 11	465,381	traditional	Pavement overlay	L	L	L	M
Potter	RM 1061	BI 40D	FM 2381	298,414	traditional	Seal coat	L	L	L	M
Potter	Various locations	on Grand Street and SE 3rd Avenue at BNSF railroad		4,536,875	ARRA-P	Construct railroad overpass	L	L	H	L
Potter	Various locations	on Grand Street and SE 3rd Avenue at BNSF RR		3,495,938	ARRA - MPO	Construct railroad overpass	L	L	H	L
Presidio	US 67	approximately 7 miles west of Mosley Lane	1.286 miles east of Brewster/Presidio county line	898,593	ARRA-P	Overlay	L	L	L	H
Reeves	IH 20	5 miles east of IH 10	9 miles east of IH 10	630,861	traditional	Pavement overlay	L	L	L	M
Refugio	FM 1360	at draw structure 2 on FM 1360 approximately 0.15 mile north of FM 3037		803,150	traditional	Replace bridge and approaches	L	L	H	L

County	Highway	Limits		Construction Value (\$)	Category	Description	Impacts			
		From	To				Connectivity	Economy	Safety	System Preservation
Runnels	US0067	7th Street in Ballinger	north end of Colorado River bridge	339,285	traditional	ACP overlay	L	L	L	H
Runnels	US0083	south end of Elm Creek bridge	7th Street in Ballinger	339,285	traditional	ACP overlay	L	L	L	H
Sabine	SH 103	San Augustine county line	0.284 mile west of SH 21	686,462	ARRA-P	Microsurfacing	L	L	M	M
San Augustine	US 96	Shelby county line	2.95 miles south of Shelby county line	160,122	ARRA-P	Microsurfacing	L	L	M	M
San Augustine	SH 103	FM 1751	Sabine county line	215,481	ARRA-P	Microsurfacing	L	L	M	M
San Jacinto	US 59	Trinity River Bridge	0.13 mile north of FM 1127	134,710	ARRA-P	Microsurfacing	L	L	M	M
San Jacinto	US 59	0.61 mile south of railroad overpass	Liberty county line	282,803	ARRA-P	Microsurfacing	L	L	M	H
San Patricio	US 77	Aransas River Bridge	BU 77-T	2,950,000	ARRA-P	Overlay and seal existing lanes	L	L	L	H
San Patricio	BS 35L	Aransas/San Patricio county line	Avenue A in Aransas Pass	684,000	ARRA-P	Mill, seal and overlay	L	L	L	H
San Patricio	US 77	at BU 77-T		13,750,000	Prop 14 (SB)	Construct overpass	L	L	H	L
Sherman	FM 1573	US 287	FM 119	163,132	traditional	Seal coat	L	L	L	M
Sherman	FM 119	SH 15	US 54	184,583	traditional	Seal coat	L	L	L	M
Smith	FM 2493	Loop 323 in Tyler	0.1 mile north of SH 57 (Grande Boulevard)	830,000	ARRA-P	Plane and resurface roadway	L	L	L	H
Smith	FM 2493	US 69	SL 323			Resurface roadway with novachip and improve SL 323 intersection				
Somervell	US 67	Erath county line	Paluxy River Bridge	700,000	ARRA-P	Seal coats	L	L	M	H
Stephens	US 183	FM 576W	near FM 1032	770,212	ARRA-P	Seal coats	L	L	L	H
Stephens	FM 576	at Big Sandy Creek		1,649,943	ARRA-P	Flex base and Seal coat	L	L	L	H
Stephens	FM 576	at Big Sandy Creek		526,376	traditional	Rehabilitate Bridge and Approaches	L	L	H	L
Sutton	IH0010	8.023 miles west of Kimble county line	6.569 miles west of Kimble county line	39,344	traditional	Seal coat	L	L	L	H
Sutton	IH0010	6.569 miles west of Kimble county line	Kimble county line	186,919	traditional	Seal coat	L	L	L	H
Tarrant	BU 287P	Oak Street in Mansfield	Hunt Street (Old FM 917)	357,775	ARRA-P	Repair failures, mill, 2 inch HMA/C overlay, pavement markings and signals	L	L	H	H
Tarrant	SH 199	SH 183	White Settlement Road	1,409,815	traditional	Mill, pavement repair, and overlay	L	L	M	H

Limits			Impacts							
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Tarrant	IH 20	800 feet west of Matlock Road	575 feet east of Osprey Drive	491,792	ARRA-P	Mill existing 2 inches and overlay with 2 inches new eastbound frontage road	L	L	L	H
Tarrant	IH 20	1400 feet before Collins	1550 feet past Collins	246,152	ARRA-P	Mill existing 2 inches and overlay with 2 inches new eastbound frontage road	L	L	L	H
Tarrant	FM 157	1000 feet south of Debbie Lane	north of BU 287P	616,868	ARRA-P	Mill existing 2 inch and overlay	L	L	L	H
Titus	FM 3417	at Tankersley Creek		910,148	traditional	Rehabilitate bridge and approaches	L	L	H	L
Travis	US 183	Loop 1	Burnet Road	889,500	ARRA-P	Mill, seal, and thin overlay	L	L	L	H
Travis	Loop 1	RM 2222	Ladybird Lake	3,400,000	ARRA-P	Mill, seal and thin overlay	L	L	L	H
Travis	Old San Antonio Road	at Onion Creek		108,597	traditional	Rehabilitate bridge and approaches	L	L	H	L
Trinity	US 287	Vickery Street in Groveton	Polk county line	504,348	traditional	Microsurfacing	L	L	H	H
Upshur	US 259	0.2 mile south of FM 557	0.2 mile north of SH 155	715,360	ARRA-P	Repair pavement on existing 4 lane highway	L	L	L	H
Uvalde	RM 187	0.8 mile south of Sabinal River	Zavala county line	1,853,770	ARRA-P	Rehabilitate existing roadway and add shoulders	L	L	L	H
Val Verde	US 90	Avenue F	East Cortinas Street	178,176	ARRA-P	Resurface existing highway	L	L	L	H
Val Verde	US 90	Stricklien Drive	17th Street	234,960	ARRA-P	Resurface existing highway	L	L	L	H
Van Zandt	SH 19	Various locations in the Tyler District		2,263,993	traditional	Seal coat and pavement markings	L	H	M	H
Van Zandt	IH 20	3.4 miles W of FM 47 (Kaufman county line)	1.5 miles east of SH 64 (eastbound lanes and westbound lanes)	3,200,000	ARRA-P	Repair and resurface roadway	L	L	L	H
Van Zandt	in Canton	at the southeast quadrant of SH 19 and SH 243		215,740	traditional	Construct the Van Zandt County Veteran's War Memorial	L	L	L	L
Various	Various locations	Various locations district-wide		1,105,202	ARRA-P	Upgrade/reconstruct traffic signals	L	L	M	L
Various	Various locations	Various locations district-wide		1,186,731	ARRA-P	Upgrade/reconstruct traffic signals	L	L	M	L
Waller	FM 1489	IH 10 eastbound frontage road	Waller/Fort Bend county line	777,940	ARRA-P	Seal coat, overlay and pavement markings	L	L	M	H

Limits		Impacts								
County	Highway	From	To	Construction Value (\$)	Category	Description	Connectivity	Economy	Safety	System Preservation
Waller	FM 359	BU 290	Fort Bend county line	1,657,626	ARRA-P	Seal coat, overlay and pavement markings	L	L	M	H
Webb	US 83	0.89 mile north of Espejo-Molina Road	Zapata/Webb county line	683,747	ARRA-P	Seal coat	L	L	L	H
Webb	SH 359	0.596 mile west of Retama Creek	2.677 miles east of Retama Creek	324,329	ARRA-P	Seal coat	L	L	L	H
Webb	CS	various industrial parks and truck routes		1,992,076	traditional	Reconstruct and overlay industrial park streets	L	L	L	H
Wharton	BU 59S	US 59 in El Campo	US 59	1,324,375	ARRA-P	Pavement repair and ACP surfacing	L	L	L	H
Wharton	US 59	North of SH 60	Caney Creek	2,869,904	ARRA-P	Pavement repair and ACP surfacing	L	L	L	H
Wharton	US 59	Caney Creek	BU 59 south of Wharton	2,144,006	ARRA-P	Pavement repair and ACP surfacing	L	L	L	H
Wichita	Various locations	Various locations district-wide		255,000	traditional	Pavement markings and markers	L	L	H	M
Wilbarger	US 183	US 287	Cato Road	803,658	ARRA-P	Planing and novachip overlay	L	M	H	H
Wilbarger	US 283	0.42 mile north of US 287 northbound frontage road	1.55 miles north of US 287 northbound frontage road	6,567,158	traditional	Replace bridge and approaches	L	L	H	L
Williamson	SH 29	Austin Avenue	Hutto Road	515,000	ARRA-P	Spot full depth repair	L	L	L	H
Williamson	SH 29	Railroad Street	Austin Avenue	342,000	ARRA-P	Spot full depth repair	L	L	L	H
Williamson	FM 619	at Middle Yegua Creek, 0.6 mile south of SS 619		600,000	traditional	Replace bridge and approaches	L	L	H	L
Winkler	SH 302	1.3 miles east of SH 18 in Kermit	Ector county line	2,175,346	ARRA-P	Rehabilitate roadway	L	L	L	H
Wise	US 81	475 feet south of US 380	1937 feet south of FM 2264	995,739	ARRA-P	2-inch overlay	L	L	L	H
Young	SH 16	US 380	4th Street in Graham	200,000	ARRA-P	Mill surface and fill with HMAC	L	L	M	H
Young	SH 16	4th Street	South Salem Loop	2,000,000	ARRA-P	Mill surface and fill with HMAC	L	L	L	H
Zavala	FM 2691	FM 393	End of Pavement	222,073	ARRA-P	Seal coat	L	L	L	H
Zavala	FM 1025	1.247 miles west Tortuga Creek	FM 117	250,790	ARRA-P	Seal coat	L	L	L	H
Zavala	US 83	2.33 miles south of FM 1025	0.32 mile north of FM 1433	219,172	ARRA-P	Seal coat	L	L	L	H

\$587,577,750

TxDOT - Approved and Executed Pass-Through Financing Agreements Attachment 5

Entity	VMT Rate	Total PTT Amount	Minimum		Maximum		Term	Comments	Est first completion date	FY 1st Pymt	Frequency	Beginning
			Annual Amount	Maximum Term	Annual Amount	Minimum Term						
No Program Call												
Bexar Co. - 2005	\$0.10	\$37,527,600	\$3,752,760	10.0	\$7,505,520	5.0	Approved 08-06 (MO 110555)	Jun-10	2011	Annual	1 yr + 60 days after opening	
Brenham	\$0.125	\$15,000,000	\$2,500,000	6.0	\$3,750,000	4.0	Approved 12-06 (MO 110784)	Feb-14	2015	Semi-annual	6 mo + 60 days after opening	
Comal Co. SH 46	\$0.10	\$16,000,000	\$2,666,667	6.0	\$4,000,000	4.0	Approved 02-07 (MO 110848)	Jan-11	2012	Annual	1 yr + 60 days after opening	
Comal Co. US 281	\$0.10	\$16,000,000	\$2,666,667	6.0	\$4,000,000	4.0	Approved 02-07 (MO 110848)	Jan-14	2015	Annual	1 yr + 60 days after opening	
El Paso Spur 601	25-85	\$312,450,000	\$31,300,000	10.0	\$35,000,000	9.0	Approved 02-07 (MO 110862)	May-09	2010	Semi-annual	6 mo + 60 days after opening	
Forney	\$0.10	\$40,191,406	\$2,009,570	20.0	\$4,019,141	10.0	Approved 02-06 (MO 110443)	Jun-11	2012	Annual	1 yr + 45 days after opening	
Galveston Co.	\$0.15	\$53,650,000	\$2,682,500	20.0	\$5,365,200	10.0	Approved 10-06 (MO 110724)	Apr-10	2011	Annual	6 mo + 60 days after opening	
Grayson Co.	\$0.15	\$84,506,000	\$5,281,625	16.0	\$7,042,167	12.0	Approved 12-05 (MO 110352)	Dec-09	2011	Annual	1 yr + 45 days after opening	
Hays Co.	\$0.14	\$133,170,000	\$6,658,500	20.0	\$13,317,000	10.0	Approved 05-06 (MO 110537)	Apr-10	2011	Quarterly	3 mo + 60 days after opening	
Montgomery Co.	\$0.07	\$174,473,000	\$10,500,000	17.0	\$17,447,300	10.0	Approved 02-05 (MO 109965)	Sep-09	2011	Annual	1 yr + 60 days after opening	
San Marcos	\$0.15	\$60,600,000	\$3,030,000	20.0	\$6,060,000	10.0	Approved 02-06 (MO 110426)	Oct-10	2012	Quarterly	1 yr + 1 mo after opening	
Titus Co.	\$0.15	\$168,620,000	\$8,431,000	20.0	\$16,862,000	10.0	Approved 11-06 (MO 110758)	Sep-12	2013	Semi-annual	6 mo + 60 days after opening	
Val Verde City	\$0.15	\$75,000,000	\$3,750,000	20.0	\$7,500,000	10.0	Approved 02-07 (MO 110849)	Mar-12	2013	Annual	1 yr + 45 days after opening	
Weatherford	\$0.15	\$52,443,517	\$3,496,235	15.0	\$5,244,352	10.0	Approved 05-05 (MO 110088)	Jan-10	2011	Annual	1 yr + 60 days after opening	
Williamson Co.	\$0.10	\$150,462,000	\$7,523,100	20.0	\$15,046,200	10.0	Approved 10-05 (MO 110276)	Aug-08	2009	Semi-annual	6 mo + 60 days after opening	
El Paso/CRRMA	\$0.055	\$10,000,000	\$2,000,000	5.0	\$3,000,000	4.0	Approved 11-09 (MO 112045)	Jan-14	2015	Annual	1 yr + 60 days after opening	
2009 Program Call												
Fort Bend Co.	\$0.08	\$39,600,000	\$1,980,000	20.0	\$3,960,000	10.0	Approved 10-09 (MO 112016)	Jan-14	2015	Annual	1 yr + 60 days after opening	
Bexar Co.	\$0.04	\$55,600,000	\$2,780,000	20.0	\$5,560,000	10.0	Approved 10-09 (MO 112016)	Jan-14	2015	Annual	1 yr + 60 days after opening	
Brazoria Co.	\$0.055	\$29,406,000	\$1,470,300	20.0	\$2,940,600	10.0	Approved 10-09 (MO 112016)	Dec-10	2012	Annual	1 yr + 60 days after opening	
Killeen	\$0.03	\$20,150,000	\$1,007,500	20.0	\$2,015,000	10.0	Approved 10-09 (MO 112016)	Nov-13	2015	Annual	1 yr + 60 days after opening	
Austin *	\$0.29	\$10,164,554	\$677,637	15.0	\$1,016,455	10.0	Approved 10-09 (MO 112016)	Feb-12	2013	Annual	1 yr + 60 days after opening	
Hood Co.	\$0.055	\$31,000,000	\$1,550,000	20.0	\$3,100,000	10.0	Approved 10-09 (MO 112016)	Jan-13	2014	Annual	1 yr + 60 days after opening	
Hudson Oaks	\$0.25	\$7,954,000	\$397,700	20.0	\$795,400	10.0	Approved 10-09 (MO 112016)	Dec-12	2014	Annual	1 yr + 60 days after opening	
Bowie Co.	\$0.07	\$26,200,000	\$1,310,000	20.0	\$2,620,000	10.0	Approved 10-09 (MO 112074)	Jan-14	2015	Annual	1 yr + 60 days after opening	
Midlothian-US 67	\$0.05	\$9,831,000	\$491,550	20.0	\$983,100	10.0	Approved 12-09 (MO 112074)	Jan-12	2013	Annual	1 yr + 60 days after opening	
Midlothian-FM 663	\$0.10	\$2,542,192	\$127,110	20.0	\$254,220	10.0	Approved 12-09 (MO 112074)	Jan-11	2012	Annual	1 yr + 60 days after opening	
Victoria	\$0.12	\$17,561,000	\$878,050	20.0	\$1,756,100	10.0	Approved 12-09 (MO 112074)	Mar-13	2014	Annual	1 yr + 60 days after opening	
All Authorized by MO		\$1,650,102,269	\$110,918,471		\$180,159,755							
Total Signed Agreements		\$1,455,858,077	\$99,706,261		\$158,735,335							

Executed Agreement
 * Reimbursement rate is based on a per vehicle rate.