

2003 Annual Summary



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On The Cover:

The background is from the new digitally produced Texas Official Travel Map. The *God Bless Texas* license plate, also produced digitally, is one of two specialty plates (the other says *God Bless America*) generating revenue for TxDOT's *Safe Routes to School* program.

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Safety, Quality and Accountability

The highest standards in each of these three principles must work in concert for the Texas Department of Transportation to successfully carry out its assigned responsibilities. The department expects it, and the public deserves it.

Mission

To provide safe, effective and efficient movement of people and goods

Vision

To be a progressive state transportation agency recognized and respected by the citizens of Texas,

- ✦ Providing comfortable, safe, durable, cost-effective, environmentally sensitive and aesthetically appealing transportation systems that work together
- ✦ Ensuring a desirable workplace which creates a diverse team of all kinds of people and professions
- ✦ Using efficient and cost-effective work methods that encourage innovation and creativity
- ✦ Promoting a higher quality of life through partnerships with the citizens of Texas and all branches of government by being receptive, responsible and cooperative

To help TxDOT focus on the areas of greatest importance and potential benefit to the citizens of Texas, and make it easier for the public and elected officials to evaluate TxDOT's effectiveness, the department has simplified its objectives to five categories:

Objectives:

- ✦ Reliable mobility
- ✦ Improved safety
- ✦ System preservation
- ✦ Accelerated project delivery
- ✦ Economic vitality

Goals:

- ✦ Ensure that people and goods move efficiently
- ✦ Reduce roadway fatalities
- ✦ Maintain and improve existing roads and bridges
- ✦ Complete projects faster
- ✦ Attract and retain businesses and industry

TxDOT also simplified its operations to five major categories:

Plan It: Includes all planning, design, right-of-way acquisition for highways and other modes of transportation, and transportation research that saves lives and money

Build It: Includes highway and bridge construction and airport improvements

Use It: Includes items like public transportation, vehicle titles and registration, vehicle dealer registration, motor carrier registration, traffic safety, travel information, auto theft prevention

Maintain It: Includes roadways, bridges, airports, gulf waterway, ferry systems

Manage It: Includes central and regional administration, information resources and other support services

Fellow Texans:

The most significant transportation legislation in the history of Texas — HB 3588 — was passed by the 78th Legislature in 2003 and signed into law by Gov. Rick Perry. Not since 1917, when Texas got into the road-building business, has there been such an opportunity to improve our transportation infrastructure. The new transportation bill, along with other available innovations, creates options for officials at city, county and state levels to work together to solve our worst transportation problems.



These new tools mean that TxDOT and local governments can build now rather than wait years for available dollars. In the next few years, a highway project that would have taken 15 to 20 years to build might now take half, or possibly only a quarter of that time.

We will fulfill the promise of this new legislation. Through creative thinking and cooperation, Texas has the financial ability to build a system that can support our needs now and well into the future. As our state, local and private-industry leaders put these tools to work, our roadways will become less crowded and Texans will have an easier time getting where they need to go.

A great state needs great transportation. TxDOT will lead the way to ensure that transportation improvements enhance the quality of life for Texans. This annual summary highlights some of the many things we accomplished for the people of Texas in 2003.

A handwritten signature in black ink that reads "M. W. Behrens". The signature is fluid and cursive, with a long horizontal line extending to the right.

Michael W. Behrens, P.E.
Executive Director
Texas Department of Transportation

ORGANIZATION

TxDOT is charged with developing and maintaining a statewide multimodal transportation network, licensing and regulation of motor vehicles, and other transportation-related duties.



TxDOT’s policy-making body is the Texas Transportation Commission, which in turn appoints an executive director. The commission has oversight over all modes of transportation and serves as a forum for public participation in the transportation-making decision process. Commission members serve overlapping six-year terms, and are appointed by the governor with the advice and consent of the Texas Senate. The governor designates the commission’s chair. In 2003, the 78th Legislature expanded the commission from three members to five.

Texas Transportation Commission

Ric Williamson
Chair

John W. Johnson
Commissioner

Hope Andrade
Commissioner

Robert L. Nichols
Commissioner

Ted Houghton
Commissioner

TxDOT Administration

Michael W. Behrens
Executive Director

Amadeo Saenz Jr.
Assistant Executive Director for
Engineering Operations

Steven E. Simmons
Deputy Executive Director

Cathy J. Williams
Assistant Executive Director for
Support Operations

TxDOT is headquartered in Austin, with 25 district offices throughout the state. Each district is responsible for the planning, design, construction, maintenance and operation of its area’s transportation systems.

Twenty divisions and seven offices, also in Austin, work closely with the districts to provide them with statewide policy and direction.

2003 HIGHLIGHTS

- ★ Implemented voter-approved financing tools to help build roads sooner and provide congestion relief faster
- ★ Set a record \$4 billion in contract letting for highway construction
- ★ Began the planning and public-involvement process for the Trans-Texas Corridor, a statewide transportation network that will improve mobility, safety and quality of life
- ★ Approved the state's first two regional mobility authorities, giving local governments a greater ability to improve mobility and traffic safety
- ★ Started construction on the 65-mile, \$2.9 billion Central Texas Turnpike Project
- ★ Continued project development for major corridor improvements such as I-35, I-69 and Ports-to-Plains
- ★ Worked to speed completion of critical highway projects by requiring the consideration of accelerated construction provisions on all projects disrupting traffic
- ★ Repaved more than 14 percent of the 79,000-plus mile state highway system
- ★ Carried out vital safety programs such as *Safe Routes to School* and AMBER Alert
- ★ Through a *Click It or Ticket* public-education campaign, helped raise safety belt use in the state's urban areas to nearly 90 percent, the highest level since safety belt laws went on the books in 1985
- ★ Continued to upgrade the state's 96 aging safety rest areas to provide safe and attractive locations for weary motorists to take a break from driving
- ★ Launched the *Drive Clean Across Texas* campaign, the nation's first statewide public outreach and education program designed to improve air quality
- ★ Continued as a leader in the use of alternative-fuel vehicles and spearheaded the effort to bring ultra-low sulfur diesel to Texas
- ★ Simplified and condensed many department documents and processes
- ★ Coordinated \$22 million in transportation research, making this program one of the largest in the country
- ★ Began a process to respond to new public transportation responsibilities related to health and human services
- ★ Said goodbye to 680 TxDOT employees who took advantage of a legislative retirement incentive

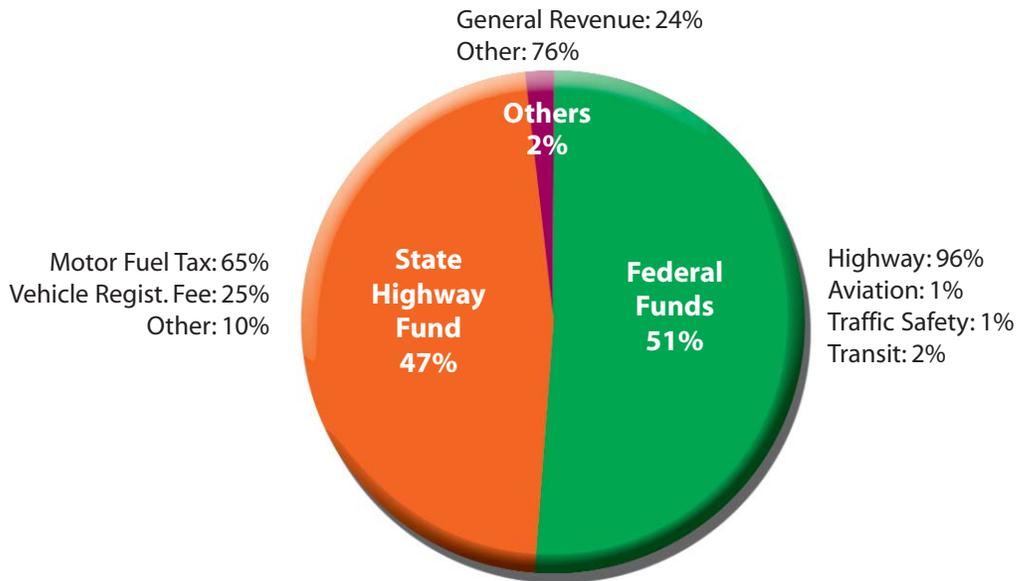
BUDGET

\$5.2 Billion (FY2003)

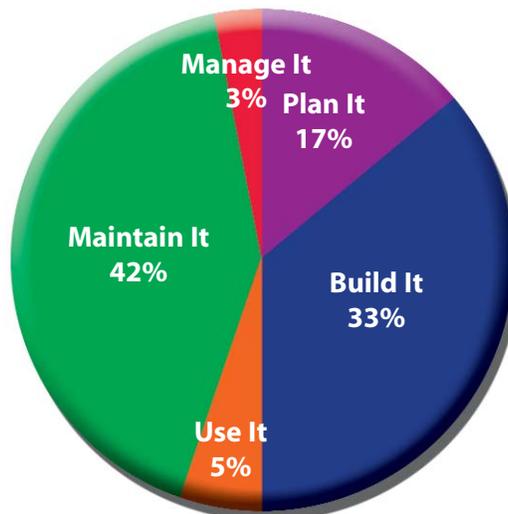
TxDOT continually evaluates needs and alternatives to make sure tax dollars are spent wisely.

Texas highways are supported by taxes and user fees collected from state and federal resources.

Where \$ comes from



Where \$ goes



IMPROVING SAFETY

With nearly 15 million drivers on Texas roadways each day, safety is of utmost importance to TxDOT. Education, planning, design and law enforcement all must come together to prevent collisions and keep Texans and visitors safe.

Preventing head-on collisions

When Julie Blasingame called to say that a stretch of freeway in the Dallas area needed a median barrier, TxDOT listened. Blasingame's teenage daughter, Rachel, was killed in a head-on collision when another driver crossed the grassy median of I-635 one night in late May. Frustrated that it would cost more than \$2 million and take 10 years to complete four miles of traditional concrete barrier wall, Blasingame urged

TxDOT to find a faster way to keep vehicles from crossing medians. TxDOT responded with an alternative that uses a special cable called Brifen wire rope that is affordable and can be installed within a year. At a different location in Fort Worth, only three months after the wire went up, it blocked an out-of-control vehicle from careening into oncoming traffic. Officials said it likely saved several lives.



TxDOT photo by Michael Amador

"When I was informed that a concrete barrier might be \$2 million dollars and it might take several years to put up, but there's this Brifen barrier cable that can be put up for \$500,000 and be put up in a year's time, I thought, that's great — let's do what we can to get something up as soon as possible so somebody else's life might be spared."

Julie Blasingame

"I passed Jacqui's pictures to every judge in Minnesota and we are all profoundly affected. Please let Jacqui know that her story is touching millions."

Judge James Dehn
Cambridge, MN

"Nothing I have ever seen had such an impact on me."

Nick Bowsher
Everett, WA
High School Students
Against Destructive
Decisions

Powerful DWI campaign gets public's attention



TxDOT's powerful anti-DWI message featuring Jacqueline Saburido, a young woman severely burned in a crash caused by a drunk driver, continued to spread nationwide in 2003. Appearing on the Oprah Winfrey Show and in ads and public service announcements sponsored by TxDOT, Jacqui courageously demonstrates the devastating consequences of drunk driving. Acclaimed for its impact on young drivers, TxDOT's campaign to reduce fatalities caused by impaired drivers has earned the prestigious National Commission Against Drunk Driving award and other honors.

Last year TxDOT awarded nearly \$215,000 to high schools for Project Celebration to help graduating seniors celebrate sober.

Nine out of 10 Texans are using their safety belts

TxDOT joined with law enforcement in the 2003 *Click-It or Ticket* campaign that helped raise safety belt compliance in the state's urban areas from 85 percent to nearly 90 percent — the highest it has been since safety belt use in Texas became law in 1985.

For each percentage point of increased safety belt use, an additional 25 lives are saved and almost 600 injuries are prevented every year in Texas.

Restricted driving lanes

Last year, in an effort to provide safer, more efficient highway driving, the commission approved rules giving TxDOT and counties authority to propose restricted driving lanes by class of vehicle. Previously, only cities were authorized to make such lane designations with TxDOT approval. These restrictions typically will be used to limit the operation of large commercial trucks to certain lanes. Trucks still will be able to use most of the lanes, since a restriction generally applies to only one lane.

New passing lane design saves lives

More than half the highway fatalities in the United States occur in rural areas, an especially disturbing figure for Texas, which has the largest rural highway network in the country. To improve safety on rural two-lane highways, an innovative “Texas Super 2” geometric design is being used to create a third intermittent passing lane. Pavement markings and signs direct traffic traveling each direction when their side of the roadway is a single lane and when it becomes two lanes for passing. This design is intended to encourage drivers stuck behind trucks, farm equipment or slower drivers to wait for a two-lane section to safely pass. Because construction can be completed with minimal disruption to traffic, and additional right of way is generally not needed, using the *Super 2* design in lieu of converting a two-lane roadway to four lanes saves about \$50 million for a typical 25-mile section of rural highway.



TxDOT photo by Geoff Appold

Safety improvements for children

Students in communities across Texas will get to school more safely thanks to a \$5 million TxDOT program to improve bicycle and pedestrian safety around schools. The *Safe Routes to School* program helps pay for sidewalk repairs and expansion, street-crossing safety improvements, separation of pedestrians and bicyclists from other traffic near schools and upgraded bicycle lanes. The program was authorized by legislation named for Matthew Brown, an 11-year-old killed in 1998 after being struck by a vehicle while riding his bicycle in his hometown of Plano. Proceeds from the sale of two new specialty license plates — “God Bless Texas” and “God Bless America” — go to help pay for the program. The new plates were established by the 78th Texas Legislature.

SAFE ROUTES TO SCHOOL

“We had a situation at five schools where kids were walking or riding their bicycles on streets next to speeding cars. The *Safe Routes to School* program provided funds the city needed to build sidewalks. Now that kids can get to schools safely, the school district needs fewer buses, and that saves our community more than a million dollars every year”

Carlos C. Ayala Jr.
Director of Public Works
City of Brownsville

Fewer wet-weather accidents and smoother ride

TXDOT does many things to reduce wet-weather accidents, but one of the most innovative crash-reduction efforts involves the use of porous friction course (PFC) on roadways. Beyond providing better traction and being a wise use of recycled materials, PFC appeals to neighborhoods and businesses because it reduces noise. And motorists say they are enjoying a smoother ride on PFC surfaces. Engineers have been especially pleased with the reduction of wet-weather crashes due to a reduction in water spray from passing vehicles and greatly improved skid resistance. PFC is just a technical name given to the practice of using small uniform-size rocks in the pavement surface to reduce the amount of water between tire and roadway, even in heavy rains. Rubber from recycled tires can be added to the paving to keep it flexible, reduce road noise and improve ride quality.

In fiscal 2003, TxDOT added 125 railroad guard crossings to help save lives by alerting motorists of oncoming trains.

Routine safety treatments on highways are not the most visible of TxDOT's activities, but they are one of the most important things the department does for Texas motorists.

✪ Small buttons

make big difference

New reflective buttons are being installed along many rural highways. The reflective buttons make the roadway more visible at night and are especially helpful in rainy or foggy weather.

✪ Brighter, energy-efficient traffic signals

Many old, bulb-style traffic signals across the state are being replaced with brighter, energy-efficient LED traffic signals.

✪ Video sensors regulate traffic at intersections

TxDOT is using video detection sensors at intersections to regulate traffic. Unlike the vehicle-detector loops that had to be installed under the pavement, the video detectors are mounted above the intersection. This reduces roadway disruptions caused by the need for detector maintenance.

"I have examined and analyzed over 1,000 companies as an investment advisor/manager. I feel confident, if we put our public sector Department of Transportation up against all of these companies, ours would rank in the top five percent. The more I thought about this unusual organization, the more convinced I am that the ... dedication to planning, building and maintaining our great roads that also incorporate safety and beauty is unique."

Eugene Davis and
Veronika Mancuso-Davis
Dallas, Texas

MAINTENANCE

Since 1923, the department has overseen the preservation, upkeep and restoration of the Texas highway system which has grown to more than 79,000 miles. TxDOT uses every means to keep existing facilities in optimum condition, and to make sure Texas' highway system lasts as long as possible.

- ★ Nearly 429 million of the approximately 580 million miles Texas motorists drive every day are traveled on the state highway system.
- ★ TxDOT resurfaced nearly 27,000 lane miles in 2003, more than 14 percent of the state highway system.

Choosing the right road maintenance

To maintain Texas' roads with limited dollars, it is critical to use the paving technique best suited for traffic demands.

Farm-to-market roads and less-traveled highways are resurfaced with liquid asphalt topped by a thin layer of rock about every seven years. This process, called seal coating, costs an average of about \$9,000 per lane mile. It keeps water from getting below the road surface, which helps protect against potholes.

Highways with more traffic are resurfaced using a process by which



TxDOT photo by Griff Smith

asphalt and rock are combined into a paving mix applied in a thin layer on the roadway. Called an asphalt overlay, this paving method levels and strengthens the driving surface. Applied every 10 to 12 years, an asphalt overlay costs up to \$35,000 a lane mile.

Once an older roadway is worn by traffic and weather, resurfacing only covers up the problem. The road must be reconstructed to remove and replace damaged base material deep below the surface. The need for proper maintenance is clear when reconstruction costs are considered. Totally rebuilding a roadway can cost about half a million dollars per lane

mile for rural farm-to-market roads and can approach \$6 million per lane mile for an urban freeway.

Long-term maintenance needs are also considered when a highway is initially built. Two basic pavements are used: concrete and asphalt. The type and volume of traffic are key factors in determining the best pavement for a particular roadway. Concrete is primarily used on high-volume highways that carry lots of heavy trucks. It has a higher initial cost than asphalt, but it lasts longer. Asphalt paving is more commonly used and works especially well on roads with lower traffic volumes.

Strong bridge program maintains aggressive pace

Every two years, TxDOT experts climb over, under, around and inside Texas' more than 48,400 bridges to make sure they are safe and properly maintained. Every five years, all underwater bridge supports and columns are inspected by divers. Last year, TxDOT maintained, rehabilitated or replaced 859 bridges and built 305 new-location bridges.

TxDOT covers local government's cost to upgrade deficient bridges

The Federal Bridge Replacement Program requires local governments to pay 10 percent of the cost of federal off-system bridge projects. TxDOT has improved that offer by covering the 10 percent providing that the local government spends an equal amount of money upgrading other deficient bridges in the area. This allows local governments to replace the bridges they choose. Last year, TxDOT and local partners reduced the number of off-system deficient bridges by 127. Local governments have committed to improve an additional 192 structures.



TxDOT photo

New bridge rail design allows scenic views

TxDOT has developed an attractive new bridge rail that allowing for a see-through view from bridges in scenic areas. The new side railing, featured in 2003 on the History Channel, meets national crash test and safety standards.

Better signs and markers

TxDOT continues to emphasize safer, more readable signs along the state's highways. A statewide effort was completed to ensure that signs are legible day and night, are on supports that break away at impact to improve safety and are visually unobstructed to enhance response time by motorists. Markers on barriers, rails, bridge ends and curves are now applied more uniformly.

Cleaner safety rest areas

To encourage motorists to stop and take a break while driving, TxDOT has committed to make safety rest areas cleaner and more attractive. Standards were developed and each rest area is graded by a random, unannounced inspection by TxDOT personnel. Rest area contractors scoring high marks are given an increase in their monthly pay as an incentive. Contractors scoring low marks have their pay reduced until their performance improves.

Maintaining Texas airports

- ✦ TxDOT provided more than \$70 million in grants to local governments for improvements at publicly owned general aviation and reliever airports. The grants made these facilities safer by allowing them to install lighting and weather observing systems, to make major pavement improvements and runway extensions, and to build or remodel terminal buildings and control towers.
- ✦ Through its Routine Airport Maintenance Program, TxDOT provided matching funds of nearly \$1.5 million to general aviation airports for pavement repair, vegetation management, lighting and hangar repair, entrance roads, parking lots and drainage improvements.
- ✦ Volunteer groups now support TxDOT's *Adopt-an-Airport* program by planning work days to mow, paint, pick up litter and do whatever they can to help keep their community airports attractive.

BUILDING RELATIONSHIPS

The first step in building a 21st Century transportation system for Texas is building relationships. During 2003, local elected officials and business leaders, technical



TxDOT photo by Kevin Stillman

experts and citizens have become increasingly more involved in working together to prioritize transportation needs and find innovative solutions. TxDOT has developed some remarkable relationships, and now has new tools that make the department an even better partner.

Millions saved and project time cut in half

In a first-of-its-kind arrangement anywhere in the nation, TxDOT worked with the Federal Highway Administration and Harris County to develop a three-way funding plan for the badly needed rebuilding of the 35-year-old Katy Freeway in Houston. The innovative arrangement allows for the reconstruction of 20 miles of I-10 West at a cost of \$1 billion leveraged

through partial tolling. The new roadway will feature eight free, general-purpose lanes and four toll lanes. Planners predict the project will be completed within six years — half the time it would take under traditional financing methods. Acceleration of the project will generate an estimated \$65 million in savings to taxpayers for construction costs.

Motor Vehicle Industry

There are nearly 16,500 motor vehicle dealers registered in Texas.

TxDOT received overwhelming approval and support from the motor vehicle sales industry by conducting free three-day seminars covering laws, rules and regulations affecting vehicle sales and distribution in Texas. TxDOT assisted nearly 800 motor vehicle dealers in five cities.

Motor Carrier Industry

- ★ There are nearly 34,000 motor carriers registered in Texas.
- ★ In FY 2003, TxDOT issued over 448,000 oversize/overweight permits.

TxDOT and Department of Public Safety personnel worked together to develop an electronic system that provides real-time motor carrier registration and insurance information to officers. This system helps protect the safety of motorists by keeping unregistered and uninsured trucks off the road.

Transit Industry

There are 303 transit agencies providing for the public transportation needs of Texans.

TxDOT funds training courses to help ensure transit drivers are prepared for their vital role in assisting the public under a variety of circumstances — including medical or safety emergencies. These programs for transit operators are on par with the best in the country.

Aviation Industry

The Texas airport system is the largest state system in the nation with nearly 400 airports open to the public.

TxDOT provides an immediate resource to airport owners and operators to help them plan their facilities and coordinate design and construction. In 2003, TxDOT conducted 21 regional planning meetings throughout the state to find out what their needs are and to inform them about what resources are available.

- ★ Last year, TxDOT conducted 20 safety seminars for pilots and supervised 10 refresher clinics for flight instructors.
- ★ TxDOT supports the Young Eagles Program to encourage aviation as a career. Last year, pilots from this program gave 4,663 boys and girls their first airplane ride for free.
- ★ Each year, TxDOT sponsors Texas' participation in the International Aviation Art Contest. In 2003, a Texas high school student earned first place as the state winner took first place as a national winner, and won second place in the international competition.



Developing tomorrow's transportation leaders

- ★ Last year, TxDOT recruited and hired 16 college interns to assist with training at the annual Texas Pre-Freshman Engineering Program. This academically intense engineering, science and math-based summer program reinforces high school students' interests in pursuing professions that require these skills.
- ★ Through its Young Engineers Program, TxDOT hires recent engineering graduates and gives them a variety of assignments to assist them in gaining the experience needed to become a licensed professional engineer. This program helps the department maintain an engineering staff to plan, develop and build the increasing number of transportation projects.
- ★ Through a cooperative effort between TxDOT and the Association of General Contractors of Texas each year, Construction Career Days showcase the modern construction industry to students and potential employees to give them an opportunity to see firsthand what it would be like to work in the field of transportation.
- ★ TxDOT assists local schools in their Career Day events with volunteers and speakers to educate students on how TxDOT works to meet the area's transportation needs. Students of all ages learn about design, construction equipment, surveying, and testing and maintenance.

Partnering for needed bus and light rail services

Residents of Midland and Odessa now are able to rely on public transit for a variety of needs. These were the two largest cities in Texas without fixed route bus service. Through a partnership with TxDOT, the cities added this important component to their transportation options.

- ★ *In 2003, nearly 277 million people used a TxDOT-funded public transit vehicle.*

Stretching public transportation dollars to serve even more Texans, TxDOT partnered with Fort Worth's "The T" and eight surrounding cities to expand services to communities which previously had no public transit. Due to the success of this undertaking, the first of its kind in the state, several other communities without public transit are considering joining this program.



Photo by Harley Moody/Courtesy Texas Parks and Wildlife Department

Building artificial reefs

TxDOT is helping the Texas Artificial Reef Program to provide additional habitat for marine life in the Gulf of Mexico. Working with Texas Parks and Wildlife, TxDOT plans to supply material from obsolete bridges to create artificial reefs. The material is to be placed in approved locations. Over time, marine organisms will accumulate on the structures, attracting fish who feed there. The abundance of marine life that results entices divers and anglers, which stimulates tourism.

Simplified project selection process

The restructuring of TxDOT's long-range planning process — known as the Unified Transportation Plan (UTP) — featured unprecedented involvement on the part of TxDOT's transportation partners. The annual plan guides the development of funded projects slated for the state's highway, aviation and public transportation system for a 10-year period. Metropolitan planning organizations, county judges and regional planning commissions partnered with TxDOT in working groups that collaborated to improve both the project selection process and funding distributions. The restructured UTP is simplified by the reduction in the number of construction categories, with less complicated distribution formulas and project selection criteria. As a result, TxDOT and the public can focus on moving projects to completion instead of dealing with red tape.



TxDOT photo by Michael Amador

MOBILITY

TxDOT is committed to improving mobility and access all across Texas.

- ★ Texas has been gaining an average of 30,000 residents a month.
- ★ Eighty percent of Mexico's trade with the United States and Canada passes through Texas, most of it arriving by truck up Interstate 35.

Trans-Texas Corridor

"The Trans-Texas Corridor is the blueprint for how we will build for the future. The concept for the corridor is based on three important principles. First, railroads will be as important as vehicle roads in the future. Second, large assets and costly infrastructure of the future will be built with a public/private partnership — a recognition that the taxpayer is unable and unwilling to pay general taxes to support the type of transportation infrastructure that is required 50 years from now, but that the private sector is willing and able to take a risk to make that infrastructure work. And third, the transportation infrastructure of the future will focus as much on economic development as it does on relieving congestion."

Ric Williamson
Texas Transportation
Commission

Dramatic changes in financing and building roads

New legislation gives the state authority to finance the Trans-Texas Corridor through bonds and sets funding caps to reserve funds for other projects. Instead of improving its transportation system one small piece at a time, Texas can gain more mobility and safety by building new road, rail and utility corridors parallel to existing highways. The proposed 4,000-mile corridor will revolutionize mobility in Texas. It will be a multi-modal transportation system that includes separate lanes for trucks and passenger vehicles, high-speed passenger rail, commuter and freight rail and utility lines (for water, electricity, natural gas, petroleum, fiber-optic cables and telecommunication lines). TxDOT was reviewing three private-sector proposals for the segment of the corridor which will parallel I-35 at year's end.

Annual allocations target urban congestion

TxDOT has radically changed the way it plans and funds transportation projects in metropolitan areas. TxDOT now allocates an annual, baseline amount of money to the state's eight most congested metropolitan areas. In the past, the Texas Transportation Commission awarded funds on a project-by-project basis. The new Texas Metropolitan Mobility Plan allows flexibility in developing locally conceived and comprehensive regional mobility plans to improve traffic flow using all modes of transportation. Commission approval of each area's implementation plans will be based on progress toward achieving mutually agreed upon congestion-reduction goals unique to their needs.

Building and managing rail

For the first time ever, TxDOT is authorized to build and manage rail infrastructure. This means we can now assist local governments in developing freight or passenger rail projects. Rail can play a key role in reducing congestion on existing highways by providing options for moving passengers and freight. Efficient rail is critical to continued economic development since corporations considering relocation in Texas have made it clear they require reliable and cost-effective ways to ship their products.

South Orient Rail Line rehabilitation keeps freight line alive

Through administration of the lease between the State of Texas and Texas Pacifico Transportation Ltd., TxDOT has oversight of the rehabilitation of the South Orient Rail line from near Coleman to Presidio. The public-private partnership will return rail service along the entire line and re-open the rail border crossing at Presidio, one of only seven U.S.-Mexico rail crossings. This provides an additional route for international trade while returning rail service to local communities.



TxDOT photo

Contractors must pay to close lanes

To encourage contractors to keep as many lanes as possible open to motorists during peak hours, TxDOT established a variable lane-rental fee. Contractors on select jobs will be charged a lane-rental fee based upon the number of lanes closed and the time of day or night they are closed.

Counties taking charge of projects

The Texas Transportation Commission approved the state's second mobility authority — the Bexar County Regional Mobility Authority — in 2003. Mobility authorities allow communities to decide priority projects and then take the initiative to seek funding alternatives to complete projects sooner. With the approval of the commission, counties may create such authorities to construct, operate and maintain toll roads and other transportation projects in their area. These authorities can finance road construction by selling bonds and using toll fees to retire the debt.

"We are at a crossroads in our transportation system. No longer can traditional funding sources support the needed mobility improvements in a timely manner. Toll financing can alleviate the strain on state highway funds and put a project on the fast track bringing new transportation improvements to the public sooner."

John W. Johnson
Texas Transportation
Commission

New policy for toll roads

The commission approved a new toll policy in December directing TxDOT to thoroughly evaluate all controlled-access highway projects as possible candidates for tolling. The public will be involved throughout this process. With any toll projects which are developed, surplus revenue will remain in the local area to fund other needed transportation projects.

Because they generate revenue to pay for projects now, toll roads are the fastest way to quickly improve mobility in Texas.

Two key financing tools

Using **toll conversion**, the commission can transfer segments of non-tolled state highways to a county or regional toll authority for operation and maintenance. The local authority can then use tolls to pay for immediate expansion, extension, operation and maintenance.

Using **toll equity**, TxDOT can combine highway funds with other sources to finance toll roads. In 2003, the commission authorized \$12.7 million to fund a feasibility study by the Central Texas Regional Mobility Authority for U.S. 183A, part of a network of toll roads planned for the greater Austin area.

A major component of the Central Texas Turnpike Project is SH 130, with the first phase scheduled for completion in only four years. If TxDOT had to rely

on traditional funding sources to pay for this project, it would take 25 years. Instead, TxDOT used the state's first comprehensive development agreement that allows construction to begin while design work and right of way acquisition continue on other parts of the project.

TxDOT can pay for projects over time

With transportation needs far exceeding available state funding, a pass-through toll agreement is an innovative way to address local mobility needs while maintaining statewide priorities. Under these agreements, local governments or private entities make transportation improvements on a state highway, and are reimbursed over time by the state. Local areas benefit from timely improvements in mobility and safety, and the state benefits by not having to pay the lump-sum initial investment associated with road building and maintenance.

Bond sales complete projects faster

When voters approved Proposition 14 in September, TxDOT gained the ability to pay for highway projects through bond sales and use toll revenue to repay these obligations. TxDOT may issue up to \$3 billion in bonds, with a maximum of \$1 billion any one year.

Revolving fund finances projects

The Texas Mobility Fund allows the commission to issue bonds to build highways sooner. In 2003, the 78th Legislature dedicated money sufficient to support \$2.5 billion to \$3 billion in bonds. The commission administers this revolving fund to finance the acquisition of right of way, design, construction, maintenance, reconstruction and expansion of state highways.

Building bridges faster

Motorists have lost patience with highway construction delays that slow travel times and impede commerce. Bridge construction can be an especially frustrating bottleneck

because it has to be done in a time consuming sequence — foundations required before columns, columns before beams and deck — and the long time it takes for concrete to cure and set before traffic can drive on it. TxDOT is developing a prefabricated bridge system that will dramatically reduce overall construction time, enhance safety and improve the quality of the finished product. Prefabricated bridge elements can be constructed off site, out of the way of traffic, and then brought to the project site and quickly moved into position, thus minimizing traffic disruptions. Prefabrication also increases safety for workers by reducing the time they have to spend close to traffic.

CUSTOMER FOCUS



TxDOT photo by Bill Frost

Helping people in need

TxDOT Courtesy Patrols in Austin, Dallas, El Paso, Fort Worth, Houston and San Antonio assisted thousands of people last year. TxDOT crews change tires for stranded motorists, give them enough gasoline to get to a service station and even help with minor mechanical problems. In addition to offering people in need a helping hand, these services help keep traffic moving on Texas' busy urban roadways.

On-line vehicle registration

Texans in 73 of the state's most populated counties now have the option of renewing their vehicle registration via the Internet at www.texasonline.com. Last year, more than 221,000 vehicle owners registered online.

Texas residents register and title all of their vehicles through TxDOT. The department supports the state's 254 county tax assessor-collectors who serve as its statutory agents.

- ★ Texas has more than 18.7 million registered vehicles.
- ★ There are more than 14.6 million licensed drivers in Texas.

TxDOT's always looking for ways to improve its service to the people of Texas and the state's many visitors.

Auto theft decreasing

Through its Auto Theft Prevention Authority's *Watch Your Car* program, TxDOT has saved more than \$812 million in losses from auto theft, and decreased the auto theft rate in Texas by 51 percent since 1991.

Consumer protections for Texans

- ★ TxDOT monitors vehicle storage facilities, tow truck operators and household good carriers. The department provides complaint mediation services for users of household goods mover services.
- ★ TxDOT administers the Lemon Law to help protect consumers. Last year, persons leasing or buying new defective vehicles received more than \$5.9 million in relief through the Texas Lemon Law. Under the Lemon Law, TxDOT can order a vehicle replaced, repurchased or repaired by the manufacturer.
- ★ TxDOT's Web site provides customers with a new database that includes information about the insurance status and operating authority for motor carriers, tow trucks, passenger buses and household goods movers. The database helps consumers make informed decisions in choosing a charter bus company, household goods mover or other transportation provider.



TxDOT photo by Kevin Stillman

New Travel Information Center in Amarillo

This new center features a comfortable lobby, a video-viewing room, restrooms available 24-hours a day, covered picnic arbors and an expanded parking lot that accommodates trucks, RVs and cars. Travel counselors assist users of the state's transportation system with routings, current information on points of interest, events and emergency road conditions. The center provides for a safer transportation system, and assistance from the travel counselors helps stimulate travel to and within Texas, increasing revenue for cities, counties and the state.

Last year, TxDOT's Travel Information Centers responded to nearly 684,000 tourists requesting materials by mail.

Focus on comfort and safety

More than 50 million people a year stop at the 102 safety rest areas built and maintained by TxDOT. The facilities are essential safety features on the highway system because they help drivers fight fatigue. In response to feedback from travelers, TxDOT made it a priority to overhaul these facilities. Plans include construction of 26 new facilities and renovations of 43 existing safety rest areas. Last year, TxDOT completed construction of two more safety rest areas — one near Amarillo and one near Quanah.

Each safety rest area is designed to incorporate natural and historical features unique to its location, as well as native landscaping elements. They enhance traveler comfort and safety by providing security systems, expanded truck parking areas, updated and enclosed restroom facilities, covered picnic areas and walking paths. Some rest areas even have tornado shelters and offices for law enforcement. Inside air-conditioned lobbies, travelers can find maps, tourist information, road condition reports and weather updates.

"This rest stop [on I-40] is the greatest. Not only does this give rest and comfort to travelers, but it's a tourist attraction in itself."

Delbert Trew
Retired rancher and
Route 66 Association
member

"The safety rest area [near Quanah] was great...I appreciated the well-lit area as well as the restrooms. The gentleman who was working that night was very nice and helpful. Traveling with me were my spouse, two children and two dogs. I felt very safe taking my daughter to the restroom by myself. Job well done!"

Sandy
Fort Worth

Road Conditions Hotline

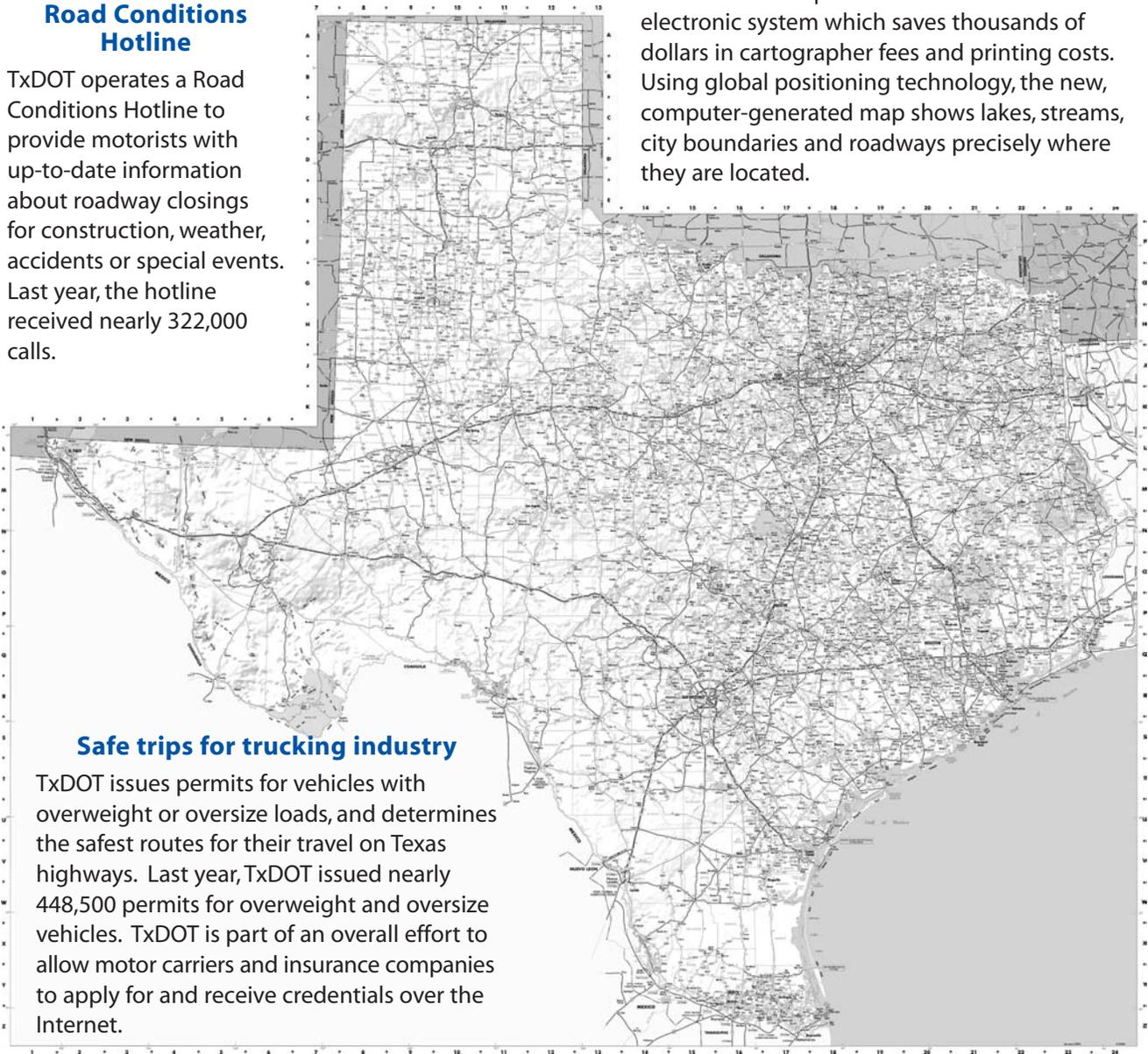
TxDOT operates a Road Conditions Hotline to provide motorists with up-to-date information about roadway closings for construction, weather, accidents or special events. Last year, the hotline received nearly 322,000 calls.

Improved travel maps

This year, folks will notice a new look to the Texas Official Travel Map. TxDOT has switched to an electronic system which saves thousands of dollars in cartographer fees and printing costs. Using global positioning technology, the new, computer-generated map shows lakes, streams, city boundaries and roadways precisely where they are located.

Safe trips for trucking industry

TxDOT issues permits for vehicles with overweight or oversize loads, and determines the safest routes for their travel on Texas highways. Last year, TxDOT issued nearly 448,500 permits for overweight and oversize vehicles. TxDOT is part of an overall effort to allow motor carriers and insurance companies to apply for and receive credentials over the Internet.





TxDOT photo

PROTECTING THE ENVIRONMENT

TxDOT does much more than build highways and bridges. It is committed to clean air, recycling, keeping Texas free of litter, preserving historic treasures and mitigating the environmental impacts of projects.

Saving Texas treasures

TxDOT's efforts have brought the field of historic preservation to a new level. The department works very hard to document and preserve Texas' historic resources and archeological treasures. Local museums often use the information from TxDOT archaeological digs for educational purposes and exhibits.

Historic bridges

TxDOT recently completed a statewide inventory of more than 8,000 historic bridges. The department is coordinating the rehabilitation of 10 historically significant bridges. Preservation of these bridges is essential for future generations to appreciate the engineering and cultural heritage of Texas.

Prehistoric campsite

Completed this year, a joint University of Texas-TxDOT archeological report is a scientific summary of the culture, stone tools and activities of some of the state's oldest inhabitants. In the 1970s, during construction of the Loop 1604 and I-10 interchange in northwest San Antonio, archeologists uncovered the remains of a significant prehistoric campsite buried in the right of way along Leon Creek. The site contained the remains of one of the earliest human occupations in Texas, dating to about 11,500 B.C. At the time of discovery, TxDOT conducted full-scale archeological excavations at the location to save the unique cultural materials. The collection was only partially studied in the intervening years, until TxDOT contracted with UT to conduct a detailed study of the finds.

Cleaner air a top priority for TxDOT

“Regardless of the cause of the state’s air pollution, TxDOT must be part of the solution. It’s the right thing to do. As a large state agency, we can have a significant impact on the quality of life and health for all Texans through our efforts.”

Steve Simmons – Deputy Executive Director, TxDOT

National leader in use of alternative fuel

- With the largest fleet of cars and trucks in state government, TxDOT is an acknowledged leader in its use of alternative-fuel vehicles. Of the department’s 9,000 on-road vehicles, more than 5,000 use alternative fuels that help reduce pollution.
- TxDOT adopted the use of ultra-low sulfur diesel fuel (Texas Low Emission Diesel or TxLED) for use in the major metropolitan areas two years sooner than required by state and federal mandates, and was instrumental in promoting its early use by political subdivisions. TxDOT also began using the cleaner fuel in its 11 ferries.

TxDOT has clean-air plan

This year, TxDOT launched a clean-air plan to measurably reduce air pollution in Texas. Every employee and each district, division and office is being enlisted into this major campaign. As an incentive to participate, TxDOT is awarding redeemable credits for taking any of several actions.

Drive Clean Across Texas statewide campaign

TxDOT is partnering with the Federal Highway Administration and the Texas Commission on Environmental Quality in promoting a *Drive Clean Across Texas* campaign that focuses on changing attitudes and driving behavior to reduce mobile source pollution. The campaign is endorsed by the Texas Department of Health, and last year it received two Telly Awards.

Award-winning compost program

TxDOT is partnering with the dairy industry to use cow manure as compost along some highways. Admittedly an unusual innovation, it’s a good one since it helps to keep bacteria out of the water supply. Spreading the treated compost beside highways serves as a layer of mulch that keeps the ground

moisture and temperature at a more constant level, helping to prevent cracks from forming that allow water to seep under the roadway and erode the soil.

Recycling serious business for TxDOT

TxDOT projects used the equivalent of 1.63 million scrap tires in 2003.

Since the launch of the recycling program in 1994, TxDOT has diverted more than 13 million tons of materials from landfills. Last year the department used 600,000 tons of crushed concrete in construction projects and reclaimed more than 1.2 million cubic yards of asphalt pavement from roadways.

TxDOT is ridding the state of scrap tires while enhancing the environment, improving the ride and decreasing the cost of roadways. Crumb-rubber seal coat lasts longer, and, since manufacturers add ultraviolet protection to tires to prevent sun damage, grinding these tires and adding them to the asphalt increases the roadway’s life span from about seven years to more than 12 years. It also produces a smoother ride since the added rubber increases the elasticity of the roadway. And, it costs less per lane mile than the traditional coat of asphalt seal.



TxDOT photo by Michael Amador

Road Tour to fight litter

TxDOT took the fight against litter directly to the public with a *Don't Mess with Texas Road Tour*. Emblazoned with statistics like, "You'd need 13,128 trucks like this to haul away all the litter dropped on Texas highways every year," TxDOT's 24-foot tour truck logged 5,000 miles during its three-month journey across Texas. Road Tour crew members used games and prizes to provide facts about the consequences of littering.

The *Don't Mess with Texas* campaign and the *Adopt-a-Highway* program have saved the state millions in tax dollars in cleanup costs.

- ✦ TxDOT has 3,552 *Adopt-a-Highway* volunteer groups who clean 7,629 miles of highway at least four times per year.
- ✦ At last year's 17th annual *Trash Off*, more than 70,000 volunteers picked up one million pounds of garbage off Texas highways.

Hurricane evacuation improvements produce environmental benefits

- ✦ To improve hurricane evacuation from Padre Island at Corpus Christi, TxDOT contracted a \$37 million project to raise the JFK Causeway to a minimum elevation of nine feet above the mean high-water level. TxDOT worked with the citizens of Padre Island, resource agencies, environmental groups, businesses and sport-fishing groups to design the project to improve water circulation in the Upper Laguna Madre. This project will promote propagation of new sea grass beds and enhance water circulation, which will improve sport fishing and other recreational activities.
- ✦ TxDOT also let an \$18 million contract to widen U.S. 181 between Corpus Christi and Portland as part of improved hurricane evacuation efforts for the Coastal Bend area. In a project partnership with the Coastal Bend Bays and Estuary Program, the U.S. Army Corp of Engineers, U.S. Fish and Wildlife, Texas Parks and Wildlife Department, Texas A&M University-Center for Coastal Studies, and others, a water-exchange system and mitigation plan was developed. With local scientists, TxDOT helped design an improved water exchange between Nueces Bay and Sunset Lake to increase tidal habitat for the threatened piping plover and other shorebirds. Enhanced birding habitat from the improved water exchange was complemented by construction of wildlife-viewing platforms.

SERVING THE COMMUNITY

TxDOT responds to emergencies. The department's ability to mobilize and provide the public with assistance helped minimize the impact of several emergencies.

Employees risk their lives to save others

Due to the nature of their daily work in the community, TxDOT's employees many times find themselves faced with the unique opportunity of saving someone's life. Sometimes, the opportunity even comes during their off-duty hours. Each year, with its Extra Mile awards, TxDOT acknowledges employees who have acted in a heroic manner by putting their own lives at risk to save a life, to prevent injuries or to diminish a situation judged to be potentially life-threatening.

Last year, 11 awards were presented to these TxDOT heroes:

Jose (Joe) Luis Aguilar (Dilley, TX) — Rescued a man from his vehicle before it was swept away by flood waters

Roberta Ann Jones-Ballard (Lampasas, TX) — Rescued two young children from a burning vehicle

Billy Clopton (Port Acres, TX) — Rescued a woman who was swept underwater when engulfed by a huge wave created by a passing oil tanker

Samuel Martinez (Dilley, TX) — Rescued two toddlers from a vehicle in flood waters

Matthew R. Morrow (Rowlett, TX) — Helped save a man's life by dialing 911, pulling him from his vehicle and performing CPR; paramedics were able to revive him en route to the hospital

Romeo Ramirez (Dilley, TX) — Rescued an elderly man and two women — one of whom was disabled — from a vehicle in flood waters

Gil Romo Jr. (Charlotte, TX) — Rescued a man from his vehicle before it was swept away by flood waters

Raymond A. Schmidt (Seagoville, TX) — Helped save a man's life by performing CPR; paramedics were able to revive him en route to the hospital

Cesar Guiza (Pharr, TX), **Fernando Chapa** (McAllen, TX) and **Ralph Almanza** (Donna, TX) — Helped rescue a man trapped in a large overturned truck in the median of a high-speed roadway by directing a high volume of traffic, breaking the truck's windshield and moving him to safety



TxDOT photo by Geoff Appold



TxDOT photos

Hurricane hit Texas coast

When Hurricane Claudette struck the Texas coast, scattering debris across a 100-mile area between Port O'Conner and Galveston on July 14, TxDOT employees worked non-stop to help clean up the 18 counties affected by the disaster.

Helping recover abducted children

TxDOT continues to do its part to rescue abducted kids by posting time-sensitive information regarding child abductions on electronic signs along heavily traveled highways through the AMBER (America's Missing: Broadcast Emergency Response) Alert system. Seven alerts displayed by TxDOT aided in the location of nine children during the year. The alert plan, begun in Texas by Gov. Rick Perry, joins TxDOT with the Department of Public Safety, local enforcement agencies and media outlets to quickly alert the public to an abduction. TxDOT's Fort Worth District serves as the department's initial contact for DPS, which issues the alerts. The district then coordinates TxDOT's statewide response.

Winter storm covered quarter of the state

The most severe winter ice and snowstorm to hit Texas in 25 years surprised everyone in late February. With severe weather continuing for 48 hours, TxDOT joined other agencies to take stranded motorists to shelters and detoured motorists away from sections of treacherous interstate. TxDOT worked around the clock sanding and de-icing roads, bridges and overpasses. In addition, TxDOT cut and removed fallen, ice-covered trees and limbs and placed portable stop signs at key intersections where power outages made traffic signals inoperative.

TxDOT assisted in space shuttle recovery efforts

When the Space Shuttle Columbia broke apart over Texas on Feb. 1 and debris began raining down on East Texas, TxDOT employees responded immediately. Maintenance employees worked 12-hour shifts removing debris from roadways and helping lead recovery crews not familiar with local areas to other debris sites. For several weeks, TxDOT personnel assisted in recovering shuttle debris, refueling state emergency vehicles, logistics, traffic control and media relations.

Meeting citizens' transportation needs

Last year, the role of coordinating transportation services from 10 state health and human service agencies was added to TxDOT's



TxDOT photo by Paul Moon

responsibilities. Instead of the current maze of organizations and services, plus confusing and complicated ways to get a ride, TxDOT's goal is a "one call does it all" system that's easier and faster for people needing public transportation. This system will go a long way in helping the elderly, disabled, "transportation disadvantaged," and those in need of medical services.

Employees contribute to communities

TxDOT employees volunteer hundreds of personal hours to assist in community programs. They participate in adopt-a-school programs to help tutor and mentor kids in public schools. Through the *Meals-on-Wheels* program, they deliver hot, nutritious lunchtime meals to the homes of people who can no longer prepare balanced meals for themselves. Employees collect for food banks and help supply needed items for women's and children's shelters. And, they participate in blood drives each year. Last year, TxDOT employees contributed 263 units of blood, making the department's employees the top state agency donors.

ECONOMIC DEVELOPMENT

Good transportation paves the road to economic development. On-time delivery, economic competition with other states and foreign countries, the delivery of emergency services, access to jobs, schools, medical care, shopping and recreation all are key elements highly dependent on transportation. Access and mobility is not just about congestion relief — it's about economic development for Texas.

Toyota plant means jobs for Texas

In an effort to increase economic vitality, last year the commission approved funding of roadway improvements to attract and accommodate a Toyota Motor Manufacturing facility for San Antonio. Toyota's decision to locate in the San Antonio area is expected to add \$2.4 billion to the Texas economy over the next decade. The plant will employ 2,000 and generate a \$100 million annual payroll. The plant will also have a ripple effect throughout the state, creating an additional 5,300 spin-off jobs.

Licensing new-car dealers

Through the Motor Vehicle Division, TxDOT regulates an industry that is responsible for 23 percent of the total retail sales in Texas, and accounts for more than 11 percent of the retail payroll in Texas.

Distribution center boosts economy of Southeast Texas

TxDOT is working on plans to provide roadway improvements to accommodate access to a half-million square-foot retail distribution center in Chambers County.

Loans to communities

TxDOT's State Infrastructure Bank provided communities with nearly \$2 million in loans in FY 2003. This money not only helped in the faster delivery of more than \$23 million in transportation projects, it stimulated local economies.

Improving access to Texas ports

TxDOT and the Port of Corpus Christi are working to improve landside access at the existing Port of Corpus Christi. At the existing port, the construction of the Joe Fulton International Trade Corridor is scheduled to begin this winter. The \$32 million project will improve access and connect I-37 to U.S. 181, improving truck and rail movements. TxDOT plans to replace the Harbor Bridge, which needs to be higher to accommodate today's ships.

The department started planning efforts for access to a cargo terminal in San Patricio County. A joint study with the Laredo District is under way to explore the formation of a regional mobility authority to build a heavy-duty truck highway between the Port of Laredo and the cargo terminal.



TxDOT photo by Griff Smith

Tourism going strong

- ✦ More than four million people visit Texas annually. Last year, TxDOT greeted three million of these visitors at its 12 Travel Information Centers.
- ✦ TxDOT also played a major role in attracting visitors through distribution of its acclaimed travel magazine, *Texas Highways*. Loaded with information on interesting places to see and things to do in Texas, the magazine has a circulation of 276,846.

Texas transportation — by the numbers

215.9 billion	Vehicle-miles traveled, total of all systems
9.9 billion	\$ Value of TxDOT construction projects under contract
5.4 billion	\$ TxDOT budget
2.4 billion	\$ Taxes collected on sales of motor vehicles
1.2 billion	\$ Registration fees collected on motor vehicles
363.8 million	\$ Value of TxDOT maintenance projects under contract
222.8 million	Vehicle miles traveled by public transportation
67.0 million	\$ Fees collected for titles
18.6 million	Motor vehicles registered in Texas
5.7 million	Titles issued for motor vehicles
3.2 million	Travel Information Center customers
1.2 million	Cubic yards of asphalt reclaimed through recycling
1.1 million	Acres estimated in state highway system's right of way
433,843	Cubic yards of compost used in roadway construction
301,797	Total miles (streets, roads, highways)
276,846	Circulation, <i>Texas Highways</i> magazine
226,562	Motor carrier vehicles (intrastate), total
142,477	County roads, centerline miles
79,513	Centerline miles, state maintained
78,648	City streets, centerline miles
49,366	Trees and shrubs planted, landscaping projects
48,944	Number of Texas pilots
48,528	Bridges, total (on state system and off state system)
40,990	Farm-to-market roads, centerline miles
35,793	Registered motor carriers, total

32,239	Bridges, on state system
16,309	Tons of recycled crumb rubber used in construction
16,289	Bridges, off state system
16,183	State highways, centerline miles
14,814	Employees (March 1, 2004)
12,109	U.S. highways, centerline miles
7,920	Buses and vans in operation; average
7,617	Miles adopted, <i>Adopt-a-Highway</i> program
6,662	Frontage roads, centerline miles
3,677	<i>Adopt-a-Highway</i> volunteer groups
3,233	Interstate highways, centerline miles
1,701	Maintenance projects under contract
1,163	Construction projects under contract
1,016	Off-system, non-county maintenance roads, centerline miles
740	Picnic areas
336	Park roads, centerline miles
300	Airports in the Texas Airport System
270	Tons of paper recycled
142	Toll roads, centerline miles
102	Safety rest areas
32	Auto theft prevention grants awarded
1	Texas

Source: *Pocket Facts*, published by the TxDOT Public Information Office.

The complete document is available at the TxDOT Web site: www.dot.state.tx.us

On-line directions: TxDOT home page: About TxDOT: Other Information: *Pocket Facts*

PREPARING FOR THE FUTURE

“There is not a problem in this state that can’t be solved. Engineers thrive on solving problems. Elected officials thrive on fulfilling needs. Communities thrive on mobility and connectivity. The future economic vitality and quality of life in this state depend on it.”

— Robert L. Nichols, Texas Transportation Commission

TxDOT is preparing for the future. It will build and maintain more roads, expand mass transit and develop a seamless network linking all forms of transportation. It will provide greater mobility and improve safety without sacrificing air quality and with minimal impact to the environment.

With more options to finance projects in their community, local governments will have more say in how their transportation needs will be met. Tax-funded roads

haven’t kept pace with the growth of the state, so having alternative ways to fund projects is very good news for Texas.

The people of this state will definitely appreciate the results. Better highways, safer school routes for children, efficient freight transport, less congestion and cleaner air are only a few of the tangible benefits Texans will enjoy every time they get in the car, go to the grocery store or just enjoy the outdoors.



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