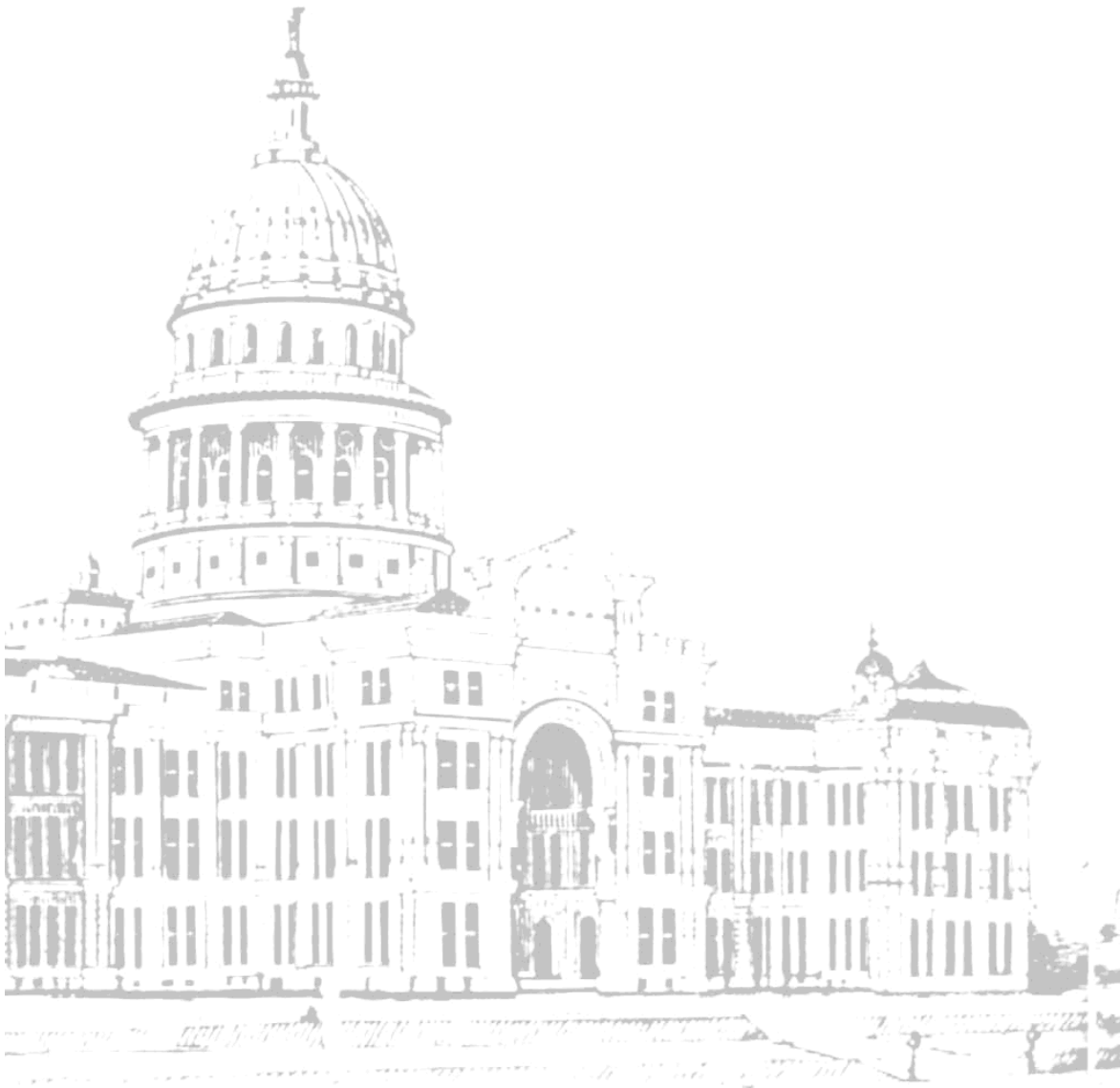


Transportation Program Expenditures – Fiscal Year 2010

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Texas Department of Transportation

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Submitted in Compliance with Section 201.616
of the Texas Transportation Code



TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2010 Texas Department of Transportation

Section 201.616 of the Texas Transportation Code requires an annual report detailing expenditures on certain matters. Under this law, the Texas Department of Transportation (TxDOT) provides an accounting of expenditures from the preceding fiscal year made in connection with the unified transportation program (UTP), turnpike projects and toll roads, the Trans-Texas Corridor, rail facilities, and non-highway facilities on the Trans-Texas Corridor. The report also includes the amount of bonds or other public securities issued for transportation projects and any direction of money by TxDOT to a regional mobility authority. The report demonstrates how TxDOT is meeting its goals of addressing future multimodal transportation needs, enhancing safety, maintaining the transportation system, promoting strategies for congestion relief, enhancing system connectivity, and facilitating the development and exchange of comprehensive multimodal funding strategies.

The UTP is TxDOT's eleven-year plan to guide transportation project development and construction. The UTP is composed of two programs: the Statewide Preservation Program (SPP) and the Statewide Mobility Program (SMP). SPP and SMP details, down to the project level, are available on TxDOT's Internet site at http://www.txdot.gov/business/governments/unified_transportation.htm.

UTP program categories are:

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Metropolitan Area Corridor Projects
- Category 3 – Urban Area Corridor Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement
- Category 6 – Structure Replacement and Rehabilitation
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 8 – Safety
- Category 9 – Transportation Enhancements
- Category 10 – Supplemental Transportation Projects (State Park Roads, Railroad Grade Crossing Replanking Program, Railroad Signal Maintenance Program, Construction Landscape Programs)
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

Please note that, in this context, "corridor" refers to a broad geographical band that follows a general directional flow connecting major sources and destinations of trips that may contain multi-modal alignments. It is not a specific reference to the Trans-Texas Corridor which is discussed on page 3. As a result of an effort by the Texas Transportation Commission (Commission) to simplify project planning, increase system connectivity, and localize decision making, the categories reflect the involvement of Metropolitan Planning Organizations (MPOs). Category 2, Metropolitan Area Corridor Projects, refers to corridors located within Transportation Management Area (TMA) MPO boundaries that have both local and statewide interest. Category 3, Urban Area Corridor Projects, refers to corridors located within non-TMA MPO boundaries that have both local and statewide interest. Category 4, Statewide Connectivity Corridor Projects, refers to corridors located outside of MPO boundaries that have statewide significance. The project selection process is reviewed annually after public input. Project selection details are available on the Internet at the UTP web page noted above.

For purposes of this report, information about FY 2010 expenditures related to the UTP are broken out by program category and department district in the tables starting on page 7. A schedule of related non-UTP expenditures is also included on the last page.

This report also provides data regarding expenditures on turnpike projects and toll roads, the Trans-Texas Corridor, rail facilities, certain non-highway facilities and regional mobility authorities.

Turnpike Projects and Toll Roads

The use of toll roads allows Texas to build billions in new infrastructure at little cost to taxpayers and to free up tax money for other important transportation challenges. In FY 2010, capital, operating, maintenance, right of way, project development, administrative and financing expenditures on toll roads, excluding indirect costs, from various funding sources were as follows:

District	Toll Project	Limits	Total
Austin	Central Texas Turnpike System	SH 45N, Loop 1 and SH 130	\$207,885,528
Austin	SH 45SE	I-35 to SH 130	\$5,623,300
Austin	SH 130	Segments 5 & 6	\$7,793,692
Dallas	LBJ / I-35E CDA	East of Luna Road to Greenville Avenue and from south of Loop 12/I-35E split to south of Valwood Parkway in Dallas County	\$14,968,511
Dallas	SH 161	SH 183 to I-20	\$38,499,842
Dallas	SH 121	0.23 miles east of Business SH 121 to Dallas North Tollway to U.S. 75	\$709,865
El Paso	Loop 375	U.S. 54 to Zaragoza Road	\$279,122
Fort Worth	SH 121	I-30 to FM 1187	\$25,394,261
Fort Worth	North Tarrant Express Project along I-820 CDA	Segment 1 along I-820 from I-820/I-35W interchange to NE interchange at SH 121/SH 183 and Segment 2 along SH 121/SH 183 from I-820 to SH 161.	\$7,834,746
Fort Worth	SH 114/ SH 121 DFW Connector CDA	SH 114L Business to east of International Parkway and from FM 2499 to SH 360 (SH 114/SH 121 Corridor), including the tolled managed lanes along SH 114 from east of FM 1709 to east of International Parkway	\$175,730,032
Houston	SH 249 Segment 2	North of Spring Cypress Rd to FM 1774 in Pinehurst	\$258,196
Houston	SH 99 (Grand Parkway)	U.S. 59 to I-45 (Segments E, F-1 and F-2)	\$537,429
Laredo	Camino Colombia Toll Road	Intersection of FM 1472 and FM 255 to I-35	\$478,962
Pharr	U.S. 281	.9 mi south of FM 3066 to north to Brooks/Jim Wells county line	\$25,864,633
Pharr	SH 550	U.S. 77/83 to SH 48	\$82,761
Tyler	Loop 49	I-20 to SH 110	\$20,428,181*

Note: No other districts had expenditures related to turnpike projects or toll roads of the department in FY 2010. These toll roads have been designated as managed toll roads of the state highway system by the Commission through a minute order.

* Loop 49 expenditures do not include toll equity loan payments to the North East Texas RMA for the Loop 49 project. Those payments are listed under *Direction of Money by the Department to Regional Mobility Authorities* on page 6.

Trans-Texas Corridor

On January 6, 2009, Texas Department of Transportation (TxDOT) announced plans to transition away from the Trans-Texas Corridor (TTC) concept, as outlined in *Innovative Connectivity in Texas/Vision 2009*. Rather than develop a corridor as one large project, the new planning vision calls for shorter segment projects which will be referred to by their original name, such as I-69 and I-35.

On October 7, 2009, TxDOT announced recommendations on how to conclude the Tier 1 federal environmental review of TTC-35. This move shifts development efforts away from the TTC concept to a citizen-driven planning process to improve the I-35 corridor in single segments.

The TTC-35 Tier 1 Final Environmental Impact Statement (FEIS) was completed in the summer of 2010. It recommended "No Action" as the preferred alternative for the engineering and environmental study. TxDOT coordinated with Federal Highway Administration (FHWA), and a Record of Decision (ROD) was also published in the summer of 2010 documenting the end of the study. Since the October 7, 2009 announced shift to a citizen-driven planning process, the I-35 Corridor Advisory Committee has developed and presented to the Commission the MY 35 planning process, which includes strategies for public involvement, and has drafted a vision statement for the process. The I-35 Corridor Segment Committees have met numerous times and are currently developing potential solutions to meet travel demand in the I-35 corridor. They have completed public involvement efforts and are finalizing their recommendations at this time. Similar activities are now underway for the I-69 corridor. Again, this is a citizen driven planning process for I-69 and is not related to the Trans-Texas Corridor.

During FY 2010, \$5,742,160 was expended on engineering studies for the I-35 and I-69 segments of the Trans-Texas Corridor. These expenditures are not specific to any TxDOT district and do not include indirect costs. The majority of this work will continue to be very useful in planning individual corridor needs.

As the Commission has announced the end of the TTC planning efforts, please note that our intention is that this will be the last year that TTC expenditures will be reported as no expenditures are planned on further TTC planning efforts.

Non-Highway Facilities on the Trans-Texas Corridor, if subject to Section 227.062(c)

Transportation Code, Section 227.062(c) limits expenditures on Trans-Texas Corridor activities. It states that the department may not spend money from the general revenue fund for the construction or purchase of non-highway facilities on the Trans-Texas Corridor except pursuant to a line-item appropriation.

In FY 2010, there were no expenditures related to non-highway facilities on the Trans-Texas Corridor which were subject to the provisions of Section 227.062(c).

Rail Facilities Described in Chapter 91

Chapter 91 of the Transportation Code describes the Commission's powers in relation to rail facilities. In FY 2010, the following district expenditures were incurred on the rehabilitation of the South Orient Railroad for a tie marking and construction management contract:

- *Brownwood* - \$2,321,938
- *El Paso* - \$744,614
- *San Angelo* - \$7,444,890

Expenditures for engineering studies of freight truck and rail movements, excluding indirect costs, were incurred by the following districts:

- *Amarillo* - \$4,863
- *Austin* - \$238,620
- *Corpus Christi* - \$13,428
- *Dallas* - \$25,523
- *Fort Worth* - \$25,523
- *Houston* - \$275,171
- *Laredo* - \$4,933
- *Lubbock* - \$4,863
- *Odessa* - \$4,863
- *Pharr* - \$4,933
- *San Antonio* - \$53,075
- *Yoakum* - \$13,428
- *Statewide Non-District Specific Studies* - \$85,269

Bonds or Other Public Securities Issued for Transportation Projects

2002 Central Texas Turnpike System First Tier Revenue Bonds, Series 2009 First Tier Revenue Refunding Put Bonds and 2002 TIFIA Loan (CTTS Obligations):

Pursuant to the Turnpike Act and other applicable laws, including Chapter 222, Texas Transportation Code, Chapter 1371 and the Texas Government Code, the Commission is authorized to issue turnpike revenue bonds to finance a portion of the cost of and maintenance of the Central Texas Turnpike System.

The Commission did not issue CTTS Bonds during FY 2010.

	Issued Par	Retired / Refunded	Adjustments ¹	Outstanding
Thru FY 2009	\$3,249,268,782	(\$1,050,000,000)	\$272,443,893	\$2,471,712,675
FY 2010	0	0	73,224,329 ²	2,544,937,004
Total	\$3,249,268,782	(\$1,050,000,000)	\$345,668,222	\$2,544,937,004

¹The total Adjustments represents accretion, and unamortized premium (discount) and deferred loss on refunding.

²The FY 2010 \$73,224,329 adjustment includes accretion for \$72,802,167, net amortized premium (discount) of \$286,375 and amortized deferred loss on refunding of \$135,787.

State of Texas General Obligation Mobility Fund Bonds:

In 2001, the Texas Legislature established the Texas Mobility Fund (TMF), which was approved by voters in November of that year. In 2003, the Texas Legislature dedicated revenues to the fund.

Transportation Code, Chapter 201, Subchapter M states that obligations for certain highway and mobility projects require Comptroller revenue certification that funds are sufficient to meet 110% of debt service requirements. As of August 31, 2010, the Commission had authorization from the Bond Review Board to issue up to \$6.4 billion in TMF Bonds and other obligations, giving TxDOT, and Texans, the means to ramp up projects intended to ease congestion and increase mobility faster than ever.

The Commission did not issue TMF Bonds during FY 2010.

	Issued Par	Issued Premium ¹	Retired	Adjustments ²	Outstanding
Thru FY 2009	\$6,255,100,000	\$61,109,369	(\$123,045,000)	\$95,880,918	\$6,289,045,287
FY 2010	0	0	(34,730,000)	(8,762,477)	6,245,552,810
Total	\$6,255,100,000	\$61,109,369	(\$157,775,000)	\$87,118,441	\$6,245,552,810

¹Premium was not part of the "Total Bonds Issued" calculation until Series 2008.

²Total unamortized premium (discount) at 8/31/10 is \$148, 227, 810 (\$61,109,369 + \$87,118,441).

State Highway Fund First Tier Revenue Bonds:

In 2003, the Texas Legislature established the Commission's ability to issue bonds backed by the revenues of the State Highway Fund, which was approved by voters in September of that year.

Transportation Code, Chapter 222, Subchapter A, authorizes the Commission to issue State Highway Fund (SHF) Revenue Bonds. The aggregate principal amount of the bonds and other public securities that are issued may not exceed \$6 billion due to the passage of SB 792, 80th R.S., which amended Chapter 222, Subchapter A (SB 792). The Commission may only issue bonds or other public securities in an aggregate principal amount of not more than \$1.5 billion each year due to the passage of SB 792. During FY 2010, the Commission issued \$1.5 billion of SHF First Tier Revenue Bonds, Taxable Series 2010 (Build America Bonds).

The American Recovery and Reinvestment Act of 2009 authorized municipal debt issuers access to a broader investor base in the taxable market by providing a federal interest rate subsidy payment to offset debt service through the Build America Bonds program.

	Issued Par	Issued Premium¹	Retired	Adjustments²	Outstanding
Thru FY 2009	\$2,957,390,000	\$141,938,816	(\$165,635,000)	(\$32,340,862)	\$2,901,352,954
FY 2010	1,500,000,000	0	(104,100,000)	(6,362,681)	4,290,890,273
Total	\$4,457,390,000	\$141,938,816	(\$269,735,000)	(\$38,703,543)	\$4,290,890,273

¹Issued Premium consists of premium less underwriters' discount less cost of issuance.

²Total unamortized premium at 8/31/10 is \$103,235,273 (\$141,938,816-\$38,703,543).

State Highway Fund Revenue Commercial Paper:

In 2003, the Texas Legislature established the Commission's ability to borrow funds on a short-term basis to carry out the functions of the department.

Transportation Code, Chapter 201, Subchapter C, authorizes TxDOT to issue and have outstanding an aggregate principal amount of no more than two times the average monthly revenue deposited to the State Highway Fund. TxDOT currently has contracts in place that allow it to borrow up to \$500 million. During FY 2010, TxDOT issued \$60 million of State Highway Fund Revenue Commercial Paper for short term cash management purposes.

	Issued	Retired	Outstanding
Thru FY 2009	\$1,185,992,000	(\$885,992,000)	\$300,000,000
FY 2010	60,000,000	(295,000,000)	65,000,000
Total	\$1,245,992,000	(\$1,180,992,000)	\$65,000,000

State of Texas Highway Improvement General Obligation (HIGO) Bonds:

In 2007, the Texas Legislature established their ability to authorize the Commission to issue up to \$5 billion in General Obligation bonds for highway improvements, which was approved by voters in November of that year. In 2009 the Texas Legislature granted that authority to the Commission.

Transportation Code, Chapter 222, Subchapter A, authorizes the Commission to issue general obligation bonds backed by the state's full faith and credit. The aggregate amount of the bonds and other public securities that are issued may not exceed the \$5 billion constitutional limit and is subject to appropriation.

The Commission did not issue HIGO Bonds during FY 2010.

Texas Private Activity Bond Surface Transportation Corporation:

During FY 2010, the Texas Private Activity Bond Surface Transportation Corporation, a component unit of TxDOT, issued \$1.015 billion in Senior Lien Revenue Bonds. Of this amount, \$615 million is associated with the delivery of the LBJ project and \$400 million is associated with the North Tarrant Express (NTE) project. These bonds are not the obligation of TxDOT or the State of Texas.

	Issued	Retired	Adjustments¹	Outstanding
FY 2010	\$1,015,000,000	\$0	(\$11,124,183)	\$1,003,875,817
Total	\$1,015,000,000	\$0	(\$11,124,183)	\$1,003,875,817

¹The FY 2010 (\$11,124,183) adjustment represents the net of \$18,937,595 of unamortized discounts and \$7,813,412 of unamortized premiums.

Direction of Money by the Department to Regional Mobility Authorities

A regional mobility authority (RMA) is a political subdivision formed by one or more counties, and in limited instances a city, to finance, acquire, design, construct, operate, maintain, expand or extend transportation projects. Projects may be tolled or non-tolled. RMAs generate revenue for additional transportation projects, provide local governments more control in transportation planning, help build transportation projects sooner and relieve congestion faster, and improve mobility and increase safety for motorists. The following are disbursements (cash expenditures) to or on behalf of RMAs made during FY 2010:

District	Name	Amount	Description
Austin	Central Texas RMA	\$37,292,162	Toll equity grants for operating costs and professional services performed on the 183-A project, and a SIB loan and toll equity grant for construction costs on the 290-East project.
El Paso	Camino Real RMA	\$5,521,376	Project Development Agreement (PDA) and toll equity loans and grants for Loop 375, and pass-through payments for Spur 601.
Paris	Grayson County RMA	\$217,380	Toll equity loan and grant for preliminary development to extend the Dallas North Tollway into Grayson County.
Pharr	Cameron County RMA	\$2,728,721	Toll equity loans for evaluation of the West Parkway and South Padre Island Second Access projects.
San Antonio	Alamo RMA	\$17,121,991	Toll equity loans and grants for evaluation of the US 281/Loop 1604 CDA proposed toll road system, and PDA for construction of the US281/Loop 1604 Interchange and Superstreet projects.
Tyler	North East Texas RMA	\$4,206,284	Toll equity loans for preliminary development of Loop 49 extension and the "Hourglass" project.

Explanation of Tables

The listed FY 2010 expenditures for UTP Categories 1 through 12 represent expenditures, excluding indirect costs, directly related to contractor payments for highway improvement and maintenance projects.

The listed expenditures for Aviation represent expenditures, excluding indirect costs, directly associated with federal and state financial assistance grants to publicly-owned general aviation and reliever airports included in the Texas Airport System Plan. These Aviation Facilities Development Grants are for capital improvements for items such as pavement improvements, land acquisition, runway extension or relocation, terminal buildings, control towers, weather observing systems, and new facilities.

The listed expenditures for Public Transportation represent expenditures, excluding indirect costs, directly associated with federal and state grant programs for public transportation.

The last schedule, “Schedule of Related Non-UTP Expenditures, FY 2010,” lists expenditures, excluding indirect costs, which support the projects in the UTP.

Expenditures by Unified Transportation Program Category

	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
TxDOT District	Preventive Maintenance and Rehabilitation	Metro Area Corridor Projects	Urban Area Corridor Projects	Statewide Connectivity Corridor Projects	Congestion Mitigation and Air Quality Improvement	Structures Replacement and Rehabilitation
Abilene	\$28,854,764	\$0	\$2,047,203	\$38,352	\$0	\$6,100,746
Amarillo	26,531,944	0	1,810,132	7,051,286	0	14,667,020
Atlanta	30,031,428	0	14,215,580	17,391,044	0	22,965,340
Austin	42,571,674	8,780,869	0	20,185,308	0	13,020,370
Beaumont	41,250,143	0	15,364,167	14,199,621	6,105,944	11,417,369
Brownwood	18,274,566	0	0	3,485,453	0	1,347,182
Bryan	27,116,404	0	8,638,307	17,749,399	0	16,620,225
Childress	11,378,030	0	0	180,000	0	4,809,423
Corpus Christi	32,904,671	10,497,639	0	14,816,745	0	19,931,378
Dallas	63,507,191	166,379,309	0	6,849,351	7,340,913	14,644,657
El Paso	18,701,785	68,905	0	0	9,549,952	317,877
Fort Worth	50,806,439	78,796,682	0	6,348,187	6,163,357	10,486,997
Houston	125,765,987	101,914,592	0	(3,309)	35,349,968	29,597,506
Laredo	21,945,325	0	5,359,636	33,734,280	0	11,109,685
Lubbock	25,802,265	30,036,722	0	0	0	3,490,847
Lufkin	27,158,349	0	0	7,987,660	0	8,404,267
Odessa	16,669,143	0	20,590,183	0	0	1,636,242
Paris	27,099,470	0	3,327,619	13,834,056	0	3,945,162
Pharr	38,717,101	9,645,683	10,749,275	22,324,280	0	3,040,997
San Angelo	15,789,692	0	0	183,343	0	1,876,094
San Antonio	60,138,321	74,202,403	0	7,820,964	0	10,958,877
Tyler	48,531,435	0	16,268,835	17,942,682	0	10,072,615
Waco	42,424,384	0	10,635,852	86,880,379	0	11,010,966
Wichita Falls	27,073,340	0	4,541,765	1,173,292	0	8,124,817
Yoakum	35,456,989	0	0	1,897,749	0	9,508,769
Total	\$904,500,840	\$480,322,804	\$113,548,554	\$302,070,122	\$64,510,134	\$249,105,428

Expenditures by Unified Transportation Program Category, Continued

	Category 7	Category 8	Category 9	Category 10	Category 11	Category 12
TxDOT District	STP - Metro Mobility / Rehabilitation	STP - Safety	STP - Transportation Enhancements	Miscellaneous	District Discretionary	Strategic Priority
Abilene	\$0	\$4,195,898	\$3,099	\$5,569,182	\$2,172,829	\$0
Amarillo	0	1,131,530	1,383,101	1,961,500	2,032,822	0
Atlanta	0	17,649,371	15,526	5,541,084	3,970,269	3,887,444
Austin	10,871,409	7,416,388	423,390	25,834,780	4,398,838	3,385,504
Beaumont	109,810	10,037,020	5,557,883	17,844,321	875,711	0
Brownwood	0	1,078,308	0	704,047	1,440,911	0
Bryan	0	6,280,475	(12,599)	4,084,798	4,438,405	1,881,228
Childress	0	218,990	4,800	93,797	111,040	0
Corpus Christi	4,152,692	6,344,920	403,167	13,061,364	5,204,265	0
Dallas	68,142,903	9,411,082	23,961,233	324,382,211	17,342,409	8,604,112
El Paso	5,365,192	2,678,051	161,617	5,349,533	3,014,004	702,650
Fort Worth	44,538,570	5,611,074	1,592,692	9,301,127	1,762,547	24,160,636
Houston	72,103,224	23,058,074	5,011,209	58,093,389	15,146,811	2,971,059
Laredo	0	3,273,823	77,501	19,958,704	840,989	3,061,815
Lubbock	7,064,488	2,608,479	0	4,728,306	3,579,132	1,214,301
Lufkin	0	26,903,900	49,073	487,213	956,444	0
Odessa	0	2,128,637	0	1,729,938	1,266,935	2,817,977
Paris	0	6,795,924	0	2,761,163	6,411,936	0
Pharr	7,326,421	2,984,562	24,561	20,284,898	11,766,380	2,704,723
San Angelo	0	557,364	177,609	10,023,966	1,486,228	6,391,085
San Antonio	25,118,502	5,455,120	3,594,560	3,199,985	13,437,668	6,810,876
Tyler	0	14,089,114	1,742,841	5,286,940	5,866,773	2,318,972
Waco	0	7,466,451	2,571,058	3,614,242	11,512,693	4,867,432
Wichita Falls	0	6,214,955	0	1,291,290	2,742,186	0
Yoakum	0	3,794,620	48,420	703,444	2,465,679	213,507
Total	\$244,793,211	\$177,384,130	\$46,790,741	\$545,891,222	\$124,243,904	\$75,993,321

Expenditures by Unified Transportation Program Category, Concluded

TxDOT District	Aviation	Public Transportation	Grand Total
Abilene	\$3,447,490	\$1,391,012	\$53,820,575
Amarillo	6,001,300	3,849,601	66,420,236
Atlanta	761,520	3,680,564	120,109,170
Austin	3,401,627	4,385,748	144,675,905
Beaumont	1,464,210	3,462,669	127,688,868
Brownwood	3,386,454	6,829,219	36,546,140
Bryan	1,663,722	8,577,328	97,037,692
Childress	13,340	1,353,273	18,162,693
Corpus Christi	2,842,264	3,674,763	113,833,868
Dallas	18,318,569	8,384,632	737,268,572
El Paso	85,521	3,051,601	49,046,688
Fort Worth	5,464,809	4,404,810	249,437,927
Houston	15,653,948	8,075,805	492,738,263
Laredo	156,724	4,099,232	103,617,714
Lubbock	304,535	7,109,435	85,938,510
Lufkin	1,364,261	0	73,311,167
Odessa	934,432	6,616,315	54,389,802
Paris	7,622,829	4,020,879	75,819,038
Pharr	3,203,820	6,508,619	139,281,320
San Angelo	216,177	1,907,828	38,609,386
San Antonio	15,706,779	7,530,720	233,974,775
Tyler	600,991	4,415,217	127,136,415
Waco	3,923,622	5,320,384	190,227,463
Wichita Falls	2,817,729	590,340	54,569,714
Yoakum	810,039	4,803,389	59,702,605
Total	\$100,166,712	\$114,043,383	\$3,543,364,506
Medical Transportation		694,424	694,424
Public Transportation Admin & Other		4,133,598	4,133,598
Grand Total	\$100,166,712	\$118,871,405	\$3,548,192,528

Schedule of Related Non-UTP Expenditures, FY 2010

TxDOT District	Right of Way	Preliminary Engineering	Construction Engineering	Total
Abilene	\$12,594	\$1,580,853	\$2,444,745	\$4,038,192
Amarillo	1,013,823	1,552,124	3,312,231	5,878,178
Atlanta	1,322,791	2,712,800	4,514,890	8,550,481
Austin	21,752,992	19,732,633	10,120,376	51,606,001
Beaumont	1,161,119	4,278,932	4,994,873	10,434,924
Brownwood	990,207	722,261	1,781,474	3,493,942
Bryan	6,915,095	4,409,811	4,800,010	16,124,916
Childress	90,244	504,337	1,252,910	1,847,491
Corpus Christi	1,918,754	4,107,998	4,369,996	10,396,748
Dallas	145,401,693	45,755,378	24,104,568	215,261,639
El Paso	4,680,971	12,361,216	5,369,368	22,411,555
Fort Worth	31,755,091	24,357,068	11,436,382	67,548,541
Houston	34,652,542	64,801,166	23,822,457	123,276,165
Laredo	7,100,578	2,292,706	4,188,564	13,581,848
Lubbock	73,309	2,283,133	3,624,102	5,980,544
Lufkin	5,891,948	2,334,538	3,485,484	11,711,970
Odessa	1,068,799	1,616,582	2,425,125	5,110,506
Paris	1,626,687	2,358,928	3,888,680	7,874,295
Pharr	15,344,055	8,275,498	6,185,823	29,805,376
San Angelo	560,013	774,150	3,020,432	4,354,595
San Antonio	17,187,121	11,870,682	12,474,843	41,532,646
Tyler	3,589,528	3,531,054	5,662,374	12,782,956
Waco	32,906,215	41,197,582	6,225,979	80,329,776
Wichita Falls	1,439,778	1,194,105	2,725,451	5,359,334
Yoakum	684,346	1,970,185	2,408,108	5,062,639
Subtotal	\$339,140,293	\$266,575,720	\$158,639,245	\$764,355,258
Non-District Specific Expenditures				
Statewide	\$2,905	\$6,974,422	\$0	\$6,977,327
Total	\$339,143,198	\$273,550,142	\$158,639,245	\$771,332,585