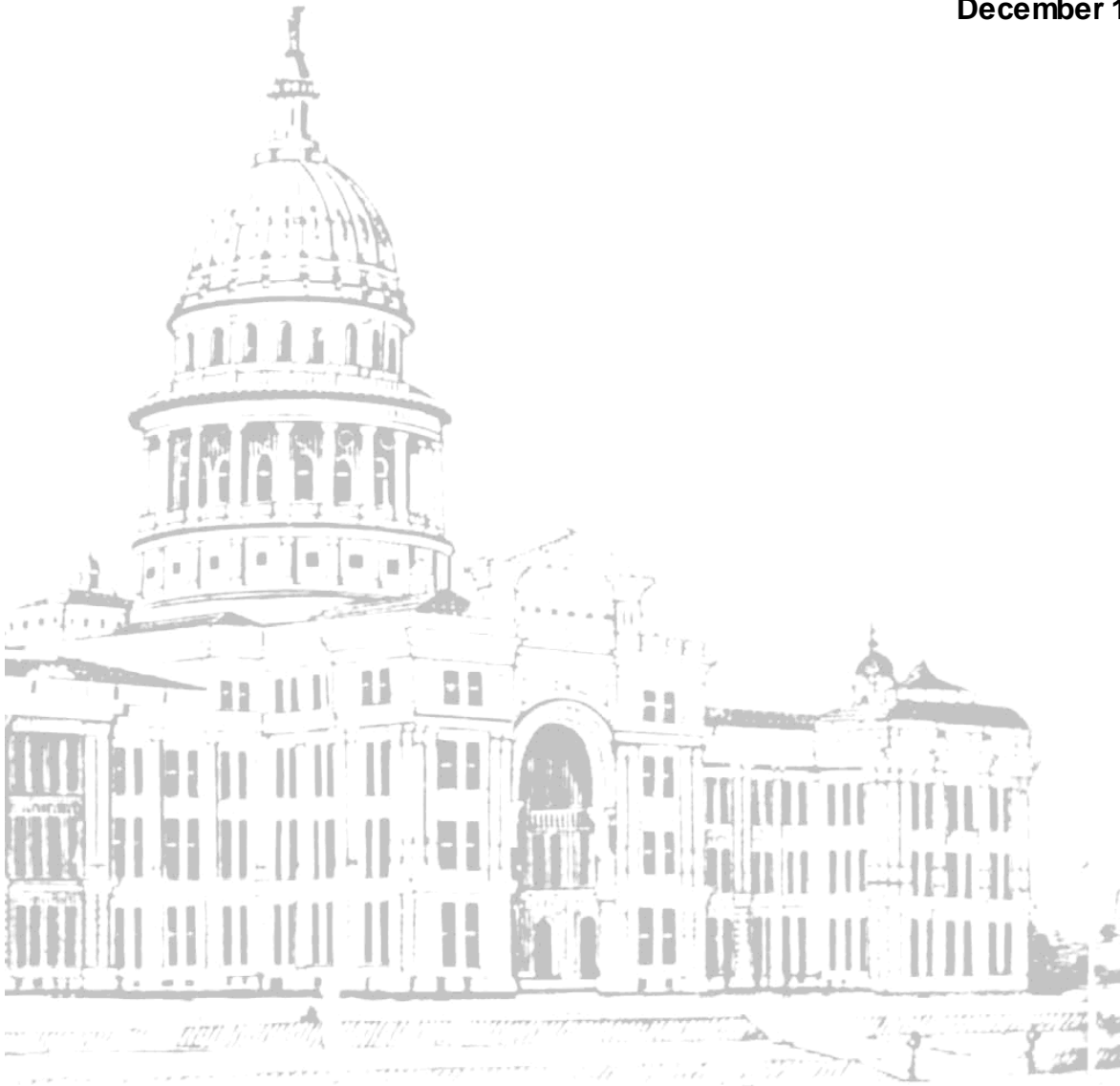


Transportation Program Expenditures Fiscal Year 2019

James M. Bass, Executive Director
Texas Department of Transportation

December 1, 2019



Submitted in Compliance with Section 201.616
of the Texas Transportation Code



TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2019 Texas Department of Transportation

Section 201.616 of the Texas Transportation Code requires an annual report to the Legislature on certain matters. Under this law, the Texas Department of Transportation (TxDOT) provides the following information within this report. Expenditures are reported for the fiscal year ended Aug. 31, 2019.

- Expenditures made by TxDOT in the preceding fiscal year in connection with:
 - The unified transportation program (UTP) of TxDOT
 - Turnpike projects and toll roads of TxDOT
 - Rail facilities described in chapter 91 of the Texas Transportation Code
- The amount of bonds or other public securities issued for transportation projects by TxDOT as of Aug. 31, 2019.
- The direction of money by TxDOT to a regional mobility authority in Texas for the fiscal year ended Aug. 31, 2019.

This report demonstrates how TxDOT is meeting its goals to deliver the right projects; focus on the customer; foster stewardship; optimize system performance; preserve our assets; promote safety; and, value our employees.

UNIFIED TRANSPORTATION PROGRAM (UTP)

The UTP is TxDOT's ten-year plan to guide transportation project development and construction. The UTP includes distribution of funding in the following project categories for the maintenance of the existing transportation system and for all highway construction programs:

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

Details down to the project level are available on TxDOT's Internet site at:

<http://apps.dot.state.tx.us/apps/utp/search>

As a result of an effort by the Texas Transportation Commission (Commission) to simplify project planning, increase system connectivity, and localize decision making, certain categories reflect the involvement of Metropolitan Planning Organizations (MPOs). 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, fiscal 2019 expenditures related to the UTP are broken out by program category and department district in the exhibit starting on page 10.

TURNPIKE PROJECTS AND TOLL ROADS

In fiscal 2019, capital, operating, maintenance, right of way, project development, administrative and financing expenditures, including debt service, on toll roads of the department, from various funding sources including non-appropriated toll revenue and bond proceeds, were as follows:

District	Toll Project	Location	Total
Austin	Central Texas Turnpike System	SH 45N, Loop 1, SH 130 segments 1-4, and SH 45 SE	\$ 196,773,344
Beaumont	Grand Parkway Segments I-2A & I-2B	SH 99 Loop from I-10 E, south to Fisher Road	\$ 999,359
Bryan	SH 249 Extension	From Montgomery/Grimes County line to FM 1774 in Todd Mission, Grimes County	\$ 15,238,425
Dallas	LBJ Express	I-635 from Luna Rd to east of U.S. 75, I-35E from Loop 12 to I-35	\$ 1,778,684
Dallas	I-635 East Express Lanes	I-635 from east of U.S. 75 to I-30 in Dallas County	\$ 9,756,936
Dallas	I-35E Project	From I-635 in Dallas County to U.S. 380 in Denton County	\$ 9,874,774
Dallas	Midtown Express	From east of SH 121 to near I-35 E/ Trinity Pkwy, Loop 12 from SH 183 to I-35E and SH 114 from International Parkway to Loop 12	\$ 4,449,950
Fort Worth	DFW Connector	SH 114/SH 121 corridor around the north DFW Airport entrance	\$ 5,609,765
Fort Worth	NTE Seg 1 & 2W	Portions of SH 121, SH 183 and I-820 in northern and eastern Tarrant County	\$ 1,165,607
Fort Worth	NTE Seg 3A, 3B, and 3C	I-35W from I-30 to I-820-US 81/287, US81/287 to Eagle Parkway	\$ 49,757,221
Fort Worth	I-30 Managed Lanes	From Fielder Rd in Tarrant County to E Sylvan Ave	\$ 3,439,505
Houston	Grand Parkway Segment I-2B	SH 99 Loop from FM 1405 to SH 146	\$ 135,582
Houston	Grand Parkway System *	SH 99 Loop from US 59N near New Caney to US 90 near Dayton to I-10E near Mont Belvieu through Montgomery, Harris, Liberty, and Chambers Counties	\$ 366,459
Houston	SH 288	From U.S. 59 to county line between Harris and Brazoria	\$ 9,989,423
Houston	SH 249 Extension	From FM 1774/FM 149 in Pinehurst to Montgomery/Grimes County line	\$ 111,129,677
San Antonio	SH 130 Segments 5 & 6	From Caldwell/Guadalupe County line to I-10 near Seguin	\$ 1,420,628

Notes:

* The responsibility for the financing, construction, operation and maintenance of these segments was assigned to the Grand Parkway Transportation Corporation (GPTC). These amounts are reported costs not eligible for reimbursements due to specific project agreement restrictions.

No other districts had expenditures related to TxDOT turnpike projects or toll roads in fiscal 2019. See RMA section on page 8 for expenditures on toll projects developed by RMAs.

RAIL FACILITIES DESCRIBED IN CHAPTER 91

Chapter 91 of the Transportation Code describes the Commission’s powers in relation to rail facilities.

In fiscal 2019, the following district expenditures were incurred on the rehabilitation of the South Orient Railroad for a tie marking and construction management contract:

<i>San Angelo</i>	\$6,687,311
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Expenditures for studies of freight and passenger rail, excluding indirect costs, totaled \$15,119,483, divided accordingly among the following districts:

<i>Beaumont</i>	\$209,622
<i>Dallas</i>	\$264,593
<i>El Paso</i>	\$45,734
<i>Fort Worth</i>	\$1,359,682
<i>Houston</i>	\$11,430,741
<i>Wichita Falls</i>	\$1,095,089
<i>Statewide Studies</i>	\$714,022

Note: Construction portion reported in this section is also in the UTP Exhibit in the “Rail” column. The studies portion is not.

BONDS OR OTHER PUBLIC SECURITIES ISSUED FOR TRANSPORTATION PROJECTS

As discussed more fully in the sections that follow, the Commission is authorized through various statutory and constitutional provisions to issue general obligation and revenue bonds. In addition, the Commission and the Grand Parkway Transportation Corporation (GPTC) have entered into secured loan agreements with the United States Department of Transportation through the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA).

Total TxDOT bonds and other public securities are detailed below by bond type and fund. Other than toll revenue bonds, TxDOT does not issue bonds for all contractor payments at one time; therefore, it is not known at the time of issuance which specific projects will be funded by a particular bond issuance.

TEXAS DEPARTMENT OF TRANSPORTATION		
BONDS ISSUED		
For the Fiscal Year Ended August 31, 2019		
Description of Issue	Bonds Issued to Date***	Bonds Outstanding***
Governmental Activities		
General Obligation Bonds:		
Texas Mobility Fund	\$ 6,098,050,000.00	\$ 5,943,130,000.00
Texas Highway Improvement	4,197,380,000.00	3,747,065,000.00
Revenue Bonds:		
State Highway Fund	4,592,450,000.00	3,976,805,000.00
Total Governmental Activities	<u>14,887,880,000.00</u>	<u>13,667,000,000.00</u>
Business-Type Activities		
Revenue Bonds:		
Central Texas Turnpike System*	3,284,881,445.78	2,768,718,366.58
Grand Parkway Transportation Corporation**	3,051,421,363.44	3,051,421,363.44
State Highway 249 System	251,545,113.38	251,545,113.38
Total Business-Type Activities	<u>\$ 6,587,847,922.60</u>	<u>\$ 6,071,684,843.40</u>
*Central Texas Turnpike System bonds are not obligations of the State.		
**Grand Parkway Transportation Corporation bonds are not obligations of the State.		
***Bonds Issued to Date and Bonds Outstanding columns include refunding bonds and excludes bond premiums and discounts.		

TEXAS DEPARTMENT OF TRANSPORTATION		
TIFIA LOANS / BOND ANTICIPATION NOTES		
For the Fiscal Year Ended August 31, 2019		
Description	Issued to Date	Loans/Notes Outstanding*
TIFIA LOANS		
IH 35E Project Loan	\$285,000,000.00	\$301,946,487.79 *
Grand Parkway Transportation Corporation	\$840,645,000.00	\$927,449,161.22 *
Total TIFIA Loans	<u>\$1,125,645,000.00</u>	<u>\$1,229,395,649.01</u>
GPTC Bond Anticipation Notes (BANs)	\$605,330,000.00	\$605,330,000.00
*TIFIA Loans Outstanding column includes accreted interest.		

General Obligation Bonds

Texas Mobility Fund (TMF)

Texas Constitution, Article III, Section 49-k and Transportation Code, Chapter 201, Subchapter M authorize the Commission to issue general obligation bonds payable from a pledge of and lien on all or part of the money in the Mobility Fund. The Mobility Fund bonds are designed to be self-supporting, but the full faith and credit of the state is pledged in the event the revenue and money dedicated to the Mobility Fund is insufficient to pay debt service on the bonds. As of Aug. 31, 2019, major sources of pledged revenue to the Mobility Fund include driver license fees, motor vehicle inspection fees, certificate of title fees and driver record information fees.

The issuance of Mobility Fund bonds is subject to debt service coverage requirements. Prior to a Mobility Fund debt issuance, the Texas Comptroller of Public Accounts must certify that there will be sufficient future resources on deposit in the Mobility Fund to ensure 110 percent coverage of debt service requirements during the period that the debt will be outstanding. Subject to the debt service coverage requirement, the Mobility Fund constitutional provision does not limit the amount of obligations that may be issued under the program. The Mobility Fund program is currently established in the aggregate principal amount of \$7.5 billion outstanding at any one time. House Bill 122, which was enacted during the regular session of the 84th Legislature and became effective on June 10, 2015, amends the authority to provide that no additional program obligations may be issued or incurred after Jan. 1, 2015, except for obligations issued to refund outstanding obligations to provide savings or to renew or replace credit agreements relating to outstanding variable rate obligations. Additionally, HB 122 provides that money in the Mobility Fund, in excess of amounts required by the proceedings authorizing obligations and credit agreements to be retained on deposit, may not be used for toll roads.

Bond proceeds are used to refund existing bonds and related credit agreements, creating reserves for payment of bonds and related credit agreements, paying bond issuance costs and paying interest on the bonds and related credit agreements.

The Series 2015-B outstanding balance of \$286.9 million is from direct placements. In an event of default, any owner of parity debt in the event of default in connection with any covenant or in any supplement, or default in the payment of annual debt service requirements due in connection with any parity debt, or other costs and expenses related thereto, may require the Commission, the Department, its officials and employees, and any appropriate official of the State, to carry out, respect, or enforce the covenants and obligations of the Master Resolution or any Supplement, by all legal and equitable means, including specifically the use and filing of mandamus proceedings in any court of competent jurisdiction in Travis County, Texas against the Commission, the Department, its officials and employees, or any appropriate official of the State.

Texas Highway Improvement General Obligation Bond Program (Proposition 12)

Texas Constitution, Article III, Section 49-p and Transportation Code, Section 222.004, authorizes the Commission to issue general obligation bonds of the state of Texas for the costs of highway improvement projects including construction, reconstruction, design, the acquisition of right-of-way, the costs of administering the highway improvement projects and the costs of issuing the bonds. These bonds are not self-supporting and are considered a general obligation of the state of Texas. As of Aug. 31, 2019, the Commission has issued \$5.0 billion under the Texas highway improvement general obligation bond program.

Revenue Bonds

State Highway Fund Revenue Bond Program (Proposition 14)

Texas Constitution, Article III, Section 49-n and Transportation Code, Section 222.003 authorizes the Commission to issue revenue bonds to finance highway improvement projects. The bonds are payable from pledged revenues deposited to the credit of the state highway fund, including dedicated taxes, dedicated federal revenues and amounts collected or received pursuant to other state highway fund revenue laws and any interest or earning from the investment of these funds. As of Aug. 31, 2019, the Commission has issued \$6.0 billion under the state highway fund revenue bond program.

Central Texas Turnpike System (CTTS) Toll Revenue Bonds

Transportation Code, Chapter 228 Subchapter C authorizes the Commission to issue revenue bonds to pay a portion of the costs of planning, designing, engineering, developing and constructing the Central Texas Turnpike System (CTTS) located in the greater Austin metropolitan area in Travis and Williamson counties. The bonds are payable from and secured solely by a first and second lien on, as applicable, and pledge of the trust estate. The trust estate consists of all project revenues and investment earnings. Neither the state, the Commission, TxDOT, nor any other agency or political subdivision of the state, is obligated to pay the debt service on the CTTS revenue bonds.

Grand Parkway System Toll Revenue Bonds

Transportation Code, Chapter 431 authorizes the creation of the Grand Parkway Transportation Corporation, a public, non-profit Texas corporation created by the Commission to act on behalf of the Commission to finance, build and operate certain segments of State Highway 99 (the “Grand Parkway Project”) in the greater Houston area. In March 2012, the Commission adopted a resolution creating the Grand Parkway Transportation Corporation (GPTC). GPTC is authorized to assist and act on behalf of the Commission in the development, financing, design, construction, reconstruction, expansion, operation and/or maintenance of the Grand Parkway toll project. The bond obligations are payable from tolls and other revenues of the GPTC held by the trustee. Neither the state, the Commission, nor any other agency or political subdivision of the state is obligated to pay the debt service on the GPTC bonds.

SH249 System

Transportation Code, Chapter 228 authorizes the Commission to issue toll revenue bonds to finance the cost of construction, improvement, extension, or expansion of a toll project or system in the State. In February 2019, the Commission issued \$249.3 million in toll revenue bonds (2019 SH 249 Bonds) to finance the cost of an approximately 15-mile tolled highway (Segment 1) to serve as a northerly extension of the existing State Highway 249 (SH 249) and to be located between FM 1774 in Pinehurst, Texas (Montgomery County) and FM 1774 near Todd Mission, Texas (Grimes County). The 2019 SH 249 Bonds constitute special, limited obligations of the Commission secured by and payable solely from a first lien on, pledge of, and security interest in the trust estate (Trust Estate) for the 2019 SH 249 Bonds and are payable prior to the payment of operating and maintenance expenses on Segment 1. The Trust Estate consists primarily of toll revenues to be generated by the operation of Segment 1. None of the Commission, TxDOT, or any other agency or political subdivision of the State is obligated to pay debt service on the 2019 SH 249 Bonds except the Commission solely from the Trust Estate and certain funds created under the master trust agreement (Master Trust Agreement) for the 2019 SH 249 Bonds. The Commission has currently designated Segment 1 as comprising the entire “SH 249 System”, and Segment 1 will be the first and initially the only segment of the SH 249 System. The Commission may choose to expand or enlarge the SH 249 System, but the Commission currently has no plans for such expansion or enlargement. Subject to the terms of the Master Trust Agreement, the Commission may issue additional bonds or other obligations at any time, secured by a lien on the Trust Estate that is on parity with, or subordinate to, the first lien on the Trust Estate securing payment of the 2019 SH 249 Bonds, in order to finance the expansion or enlargement of the SH 249 System.

TIFIA Loans

The Commission entered into a secured loan agreement with the United States Department of Transportation (USDOT) through the Transportation Infrastructure Finance and Innovation Act of 1998. USDOT agreed to lend the Commission up to \$285.0 million to pay a portion of the eligible project costs related to the initial phase of the IH-35E project.

The second TIFIA loan is a secured loan made to the Grand Parkway Transportation Corporation by the USDOT under the TIFIA. USDOT agreed to lend GPTC up to \$840.6 million to pay a portion of the eligible project costs. As of Aug. 31, 2018, the GPTC has drawn down \$840.6 million under the secured loan agreement for the purpose of providing funds to refund the GPTC Series 2014-A bond anticipation notes and the GPTC Series 2014-C toll revenue bonds. In accordance with the TIFIA loan agreement, the payments of principal and interest can be postponed under certain circumstances and such postponed payments increase the principal amount of the loan.

GPTC closed a \$605.3 million TIFIA loan for Grand Parkway Segments H&I on Feb. 1, 2019. The H&I TIFIA loan is anticipated to be drawn in 2022 to refund GPTC's 2018 Bond Anticipation Notes (BANs), therefore, the closing of the loan does not increase the outstanding loan amount of GPTC.

Bond Anticipation Notes (BANs)

The Grand Parkway Transportation Corporation issued a bond anticipation note for the purpose of providing funds to pay the costs of extending, expanding and improving the Grand Parkway System. Proceeds from the note will also be used to pay costs of issuance.

Conduit Debt

The Texas Private Activity Bond Surface Transportation Corporation (TxPABST), a blended component unit of TxDOT, has five conduit debt bond issues outstanding as of Aug. 31, 2019. The debt service payments associated with the TxPABST bonds are not the responsibility of the state of Texas.

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 provide local governments more control in transportation planning, help build transportation projects, relieve congestion and improve mobility, and increase safety for motorists. The following table summarizes all cash disbursements made to or on behalf of RMAs by TxDOT for the year ended Aug. 31, 2019. Cash disbursements include payments directly to the RMA, disbursements of State Infrastructure Bank loans to the RMA, and other TxDOT expenditures considered incurred on behalf of an RMA.

District	Name	Grants	Loans	Pass Through Toll Payments	Other Payments	Total
Austin	Central Texas RMA	\$ 2,200,000	\$ 19,920,000	\$ 1,531,855	\$ 8,405,187	\$ 32,057,042
El Paso	Camino Real RMA			\$ 31,300,000	\$ 8,199,394	\$ 39,499,394
Paris	Grayson County RMA				\$ 17,472	\$ 17,472
Pharr	Cameron County RMA	\$ 354,120				\$ 354,120
Pharr	Hidalgo County RMA				\$ 99,035	\$ 99,035

Exhibit - UNIFIED TRANSPORTATION PROGRAM

Explanation of Tables

The listed fiscal 2019 expenditures for UTP Categories 1 through 12 represent expenditures, excluding indirect costs, directly related to contractor payments for highway improvement and maintenance projects.

Aviation expenditures exclude indirect costs and are 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.

Public Transportation expenditures exclude indirect costs and are directly associated with federal and state grant programs for public transportation.

Expenditures for Rail Related Projects exclude indirect costs and represent those projects listed in the rail section of the UTP.

Expenditures for Maritime Program include costs associated with purchase of dredge placement areas in management of the gulf intracoastal waterway (GIWW).

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 & Urban Corridor Projects	Non-Traditional Funded Projects	Statewide Connectivity Corridor Projects	Congestion Mitigation and Air Quality Improvement	Structures Replacement and Rehabilitation
Abilene	66,403,283	1,237,983	14,198	2,890,181		13,046,688
Amarillo	97,224,795	8,403,842	5,904,527	2,718,208		23,619,772
Atlanta	40,707,417	370,568	10,979,771	3,363,937		6,718,836
Austin	77,189,190	61,153,936	74,559,237	21,073,023		4,081,657
Beaumont	31,452,990	13,112,668	4,307,910	5,207,081	820,367	19,248,834
Brownwood	27,856,220			10,632,671		5,125,503
Bryan	48,804,452	9,564,103	24,545,784	59,644,597		8,666,620
Childress	38,762,987			(55)		5,770,287
Corpus Christi	73,358,926	26,513,459	13,962,793	29,537,396		52,770,939
Dallas	141,876,017	130,657,675	108,990,615	46,781,191	26,287,560	13,531,137
El Paso	12,254,942	38,320,846	74,907,389	16,396,764	21,164,171	3,840,803
Fort Worth	105,617,805	34,072,640	49,041,375	10,015,009	12,829,318	9,809,397
Houston	116,012,384	194,096,350	230,133,080	14,412,724	54,669,840	17,452,592
Laredo	63,655,016	2,328,882	1,400,176	6,646,101		348,455
Lubbock	65,709,739	1,955,379	12,947			6,119,832
Lufkin	34,302,229		276,925	24,046,197		5,906,913
Odessa	72,277,075	9,370,614	1,423,164	66,649,367		5,331,766
Paris	41,441,999	8,751,018	14,527,857	20,385,490		3,699,478
Pharr	40,247,558	12,716,009	19,820,158	15,788,173		6,637,856
San Angelo	42,604,565	4,734,825	42,263	7,354,152		2,258,978
San Antonio	160,916,629	101,558,036	72,238,251	60,810,432		3,920,583
Tyler	68,526,678	9,753,284	34,115	11,126,556		5,341,007
Waco	64,652,896	40,857,157	21,806,134	48,462,876		12,933,775
Wichita Falls	31,251,127	3,492,978	13,406	909,297		4,184,140
Yoakum	73,184,921	3,021,021	11,563,829	40,578,086		45,170,473
Total	\$ 1,636,291,841	\$ 716,043,274	\$ 740,505,903	\$ 525,429,455	\$ 115,771,257	\$ 285,536,320

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 Alternatives	Miscellaneous	District Discretionary	Strategic Priority
Abilene		9,436,613		63,800	8,799,199	14,807,529
Amarillo		3,308,105		47,661	25,285,430	5,981,458
Atlanta		16,406,683		1,184,987	7,017,587	545,562
Austin	12,947,397	11,111,445	5,687,633	26,611,945	29,501,115	30,351,799
Beaumont	260,407	22,897,645	1,204,432	3,055,673	13,276,380	41,643,834
Brownwood		9,127,787	161,308		3,972,194	
Bryan		5,577,200		887,711	6,847,921	815,663
Childress		558,227			2,959,908	
Corpus Christi	5,609,346	13,418,356	644,609	4,724,373	7,953,946	75,557,785
Dallas	59,118,200	15,171,072	14,074,809	8,199,407	50,090,074	111,837,489
El Paso	20,868,472	1,264,898	3,843,700	12,499,901	12,137,720	16,916,058
Fort Worth	51,111,926	1,576,596	6,460,249	8,374,200	22,781,668	216,377,133
Houston	120,496,003	6,983,577	7,521,317	66,096,245	65,808,760	94,174,021
Laredo	2,144,286	2,180,235	478,820	15,390,784	15,550,987	404
Lubbock	442,956	819,868		2,793,333	31,867,216	5,688,005
Lufkin		12,320,798		1,940,342	9,462,036	3,429,907
Odessa		9,317,712	215,887	600,736	39,784,133	1,043,196
Paris		14,689,121	4,556,948	2,649,946	3,442,105	9,027,222
Pharr	11,206,926	4,452,094	3,703,070	11,745,826	11,134,726	12,376,979
San Angelo		2,226,600	620,109		18,396,867	957,146
San Antonio	22,539,891	10,418,663	4,470,704	5,767,290	38,141,173	65,298,554
Tyler		13,351,790	3,203,289	1,870,605	4,226,288	19,828,940
Waco	7,539,794	5,563,756	3,740,683	1,437,746	4,891,569	63,423,345
Wichita Falls		14,766,380		69,192	2,404,580	6,552
Yoakum		20,532,901		780,686	19,470,636	3,407,504
Total	\$ 314,634,674	\$ 227,478,123	\$ 62,378,807	\$ 177,027,366	\$ 455,204,219	\$ 793,496,083

Expenditures by Unified Transportation Program Category, Concluded

TxDOT District	Aviation	Public Transportation	Rail Related Projects	Maritime Program	TOTAL
Abilene	221,887	5,236,810			\$ 122,158,170
Amarillo	348,537	4,844,507			\$ 177,686,842
Atlanta	1,128,194	6,621,050			\$ 95,105,319
Austin	5,461,455	6,691,824			\$ 366,421,656
Beaumont	121,054	2,854,925			\$ 159,464,199
Brownwood	811,392	47,009			\$ 57,969,061
Bryan	1,036,692	5,419,724			\$ 172,469,863
Childress	47,160	1,422,622			\$ 49,521,137
Corpus Christi	3,581,185	3,573,353			\$ 311,206,468
Dallas	7,952,277	5,060,016			\$ 742,558,814
El Paso	6,251,781	2,154,070			\$ 242,821,515
Fort Worth	15,906,829	8,422,763			\$ 552,396,909
Houston	9,919,899	4,129,967			\$ 1,001,906,760
Laredo	69,777	2,462,785			\$ 112,656,709
Lubbock	2,680,254	5,051,187			\$ 123,140,717
Lufkin	496,821				\$ 92,182,167
Odessa	3,157,650	6,435,733			\$ 215,607,032
Paris	1,030,288				\$ 124,550,543
Pharr	1,614,071	11,100,272			\$ 162,543,720
San Angelo	150,651	1,536,882	6,668,962		\$ 87,552,000
San Antonio	1,613,474	5,036,478			\$ 552,730,157
Tyler	1,527,283	6,152,392			\$ 144,942,228
Waco	1,395,319	5,367,286			\$ 282,072,337
Wichita Falls	3,568,351	1,000,895			\$ 62,509,511
Yoakum	1,960,045	2,393,022			\$ 222,291,625
Total	72,052,328	103,015,573	9,600,237		\$ 6,234,465,459
Public Transportation Admin & Other		5,844,670	1,230,463	1,266,364	8,341,497
Grand Total	\$ 72,052,328	\$ 108,860,243	\$ 10,830,700	\$ 1,266,364	\$ 6,242,806,956