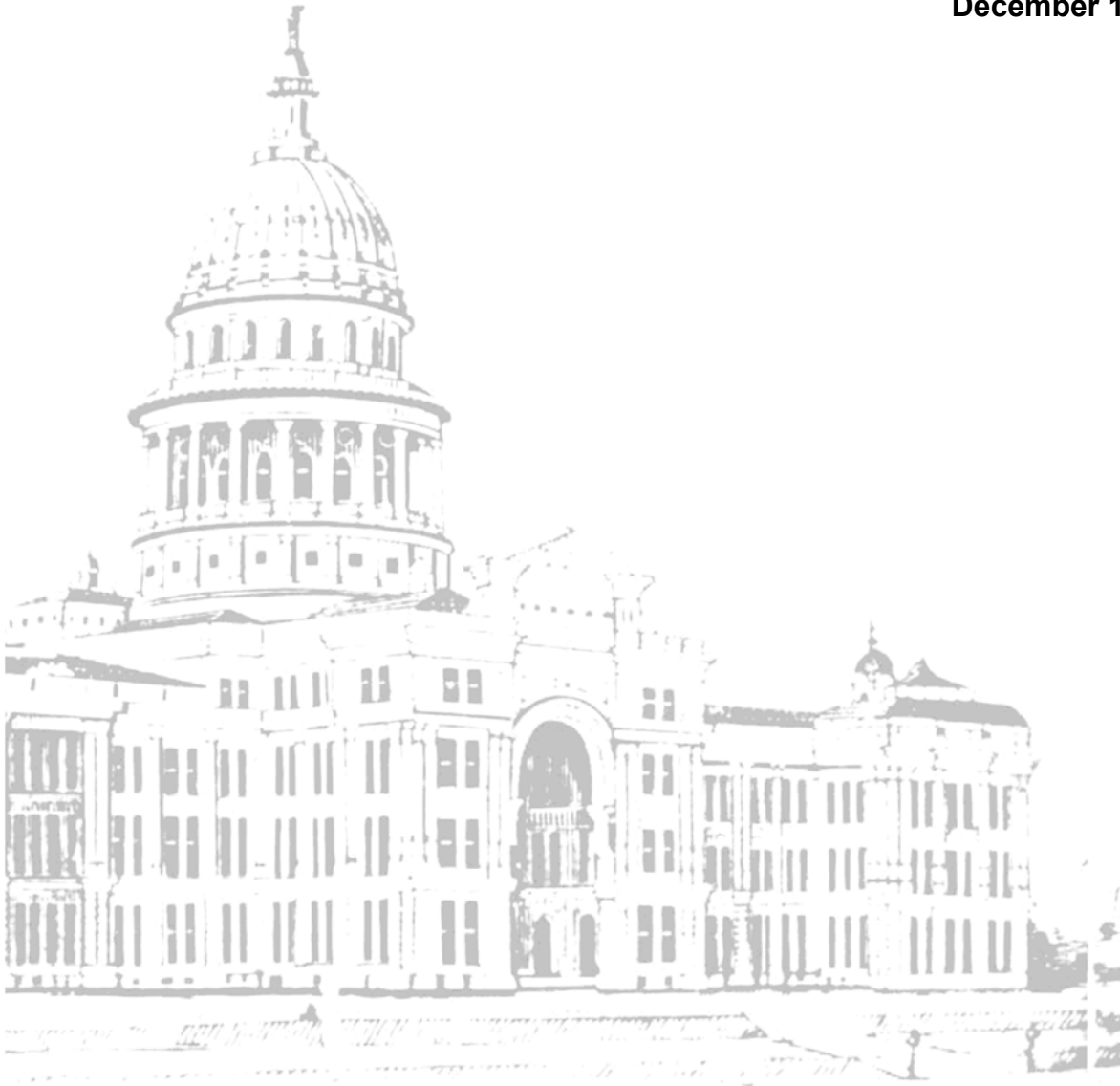


# Transportation Program Expenditures Fiscal Year 2020

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James M. Bass, Executive Director  
Texas Department of Transportation

December 1, 2020



Submitted in Compliance with Section 201.616  
of the Texas Transportation Code



## TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2020 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, 2020.

- 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, 2020.
- The direction of money by TxDOT to a regional mobility authority in Texas for the fiscal year ended Aug. 31, 2020.

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
- Category 10 – Supplemental Transportation Projects
- 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 2020 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 2020, 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	\$ 217,442,518
Beaumont	Grand Parkway Segments I-2A & I-2B	SH 99 Loop from I-10 E, south to Fisher Road	\$ 786,800
Bryan	SH 249 Extension	From Montgomery/Grimes County line to FM 1774 in Todd Mission, Grimes County	\$ 15,301,576
Dallas	LBJ Express	I-635 from Luna Rd to east of U.S. 75, I-35E from Loop 12 to I-35	\$ 1,214,612
Dallas	I-635 East Express Lanes	I-635 from east of U.S. 75 to I-30 in Dallas County	\$ 2,330,000
Dallas	I-35E Project	From I-635 in Dallas County to U.S. 380 in Denton County	\$ 23,110,317
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	\$ 16,801,579
Fort Worth	DFW Connector	SH 114/SH 121 corridor around the north DFW Airport entrance	\$ 5,002,052
Fort Worth	NTE Seg 1 & 2W	Portions of SH 121, SH 183 and I-820 in northern and eastern Tarrant County	\$ 576,398
Fort Worth	NTE Seg 3A, 3B, and 3C	I-35W from I-30 to I-820-US 81/287, US81/287 to Eagle Parkway	\$ 38,388,360
Fort Worth	I-30 Managed Lanes	From Fielder Rd in Tarrant County to E Sylvan Ave	\$ 2,581,000
Houston	Grand Parkway Segment I-2B	SH 99 Loop from FM 1405 to SH 146	\$ 1,951,126
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	\$ 10,331
Houston	SH 288	From U.S. 59 to county line between Harris and Brazoria	\$ 9,950,787
Houston	SH 249 Extension	From FM 1774/FM 149 in Pinehurst to Montgomery/Grimes County line	\$ 102,013,570
San Antonio	SH 130 Segments 5 & 6	From Caldwell/Guadalupe County line to I-10 near Seguin	\$ 1,765,659

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 2020. 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 2020, the following district expenditures were incurred for studies of freight and passenger rail, excluding indirect costs. These expenditures totaled \$2,301,906, divided accordingly among the following districts:

<i>Beaumont</i>	\$438,414
<i>Dallas</i>	\$433,088
<i>El Paso</i>	\$124,631
<i>Fort Worth</i>	\$433,088
<i>Houston</i>	\$757,057
<i>San Antonio</i>	\$7,882
<i>Statewide Studies</i>	\$107,743

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 entered into secured loan agreement with the United States Department of Transportation (USDOT) 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.

<b>TEXAS DEPARTMENT OF TRANSPORTATION BONDS ISSUED</b>		
For the Fiscal Year Ended August 31, 2020		
Description of Issue	Bonds Issued to Date***	Bonds Outstanding***
<b>Governmental Activities</b>		
<b>General Obligation Bonds:</b>		
Texas Mobility Fund	\$ 7,368,740,000.00	\$ 6,048,930,000.00
Texas Highway Improvement	5,597,595,000.00	3,613,990,000.00
<b>Revenue Bonds:</b>		
State Highway Fund	4,933,875,000.00	3,723,025,000.00
<b>Total Governmental Activities</b>	<u>17,900,210,000.00</u>	<u>13,385,945,000.00</u>
<b>Business-Type Activities</b>		
<b>Revenue Bonds:</b>		
Central Texas Turnpike System*	4,001,789,743.23	2,771,816,664.03
Grand Parkway Transportation Corporation**	5,380,878,052.50	4,090,673,052.50
State Highway 249 System	256,165,546.30	256,165,546.30
<b>Total Business-Type Activities</b>	<u>\$ 9,638,833,342.03</u>	<u>\$ 7,118,655,262.83</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.		

<b>TEXAS DEPARTMENT OF TRANSPORTATION TIFIA LOAN / BOND ANTICIPATION NOTES</b>		
For the Fiscal Year Ended August 31, 2020		
Description	Issued to Date	Loan/Notes Outstanding*
<b>TIFIA LOAN</b>		
IH 35E Project Loan	\$285,000,000.00	\$313,754,035.40 *
GPTC Bond Anticipation Notes (BANs)	\$605,330,000.00	\$605,330,000.00
*TIFIA Loan Outstanding column includes accreted interest.		

**General Obligation Bonds**

**Texas Mobility Fund (TMF) General Obligation Bond Program**

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, 2020, 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 84<sup>th</sup> 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 \$284.9 million is from direct placements. In an 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, any owner of parity debt (which includes all Mobility Fund bondholders) 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, 2020, 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, 20, the Commission has issued \$6.0 billion under the state highway fund revenue bond program.

The series 2014-B2 outstanding balance of \$150 million is from direct placements.

**Central Texas Turnpike System (CTTS) Revenue Bond Program**

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 Bond Program**

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

GPTC series 2016 bonds are direct placements. The outstanding par value is \$83.8 million.

**SH249 System Revenue Bond Program**

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 Loan**

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 (TIFIA). 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.

**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 six conduit debt bond issues outstanding as of Aug. 31, 2020. 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, 2020. 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.

<b>District</b>	<b>Name</b>	<b>Grants</b>	<b>Pass Through Toll Payments</b>	<b>Other Payments</b>	<b>Total</b>
Austin	Central Texas RMA	\$ 384,425		\$ 11,333,502	\$ 11,717,927
El Paso	Camino Real RMA		\$ 31,300,000	\$ 11,734,670	\$ 43,034,670
Pharr	Cameron County RMA		\$ 1,385,000	\$ 55,173	\$ 1,440,173
Paris	Grayson County RMA	\$ 158,537		\$ 16,478	\$ 175,015

**Exhibit - UNIFIED TRANSPORTATION PROGRAM**

**Explanation of Tables**

The listed fiscal 2020 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	56,687,886	2,561,392	46,904	3,621,296		11,035,769
Amarillo	126,349,070	11,761,789	172,444	12,830,524		23,944,077
Atlanta	52,268,190	(4,372)	11,135,233	2,494,834		17,420,209
Austin	99,244,718	78,140,819	106,571,239	42,382,458		9,659,992
Beaumont	43,581,301	17,746,888	10,470,732	12,679,005	194,892	17,862,692
Brownwood	23,456,983			13,056,586		3,976,013
Bryan	104,968,445	12,335,217	43,467,199	64,615,482		14,097,112
Childress	32,393,371					5,603,551
Corpus Christi	113,387,107	27,390,493	17,762,662	58,824,918		98,830,245
Dallas	195,224,943	143,530,395	149,873,411	75,758,957	31,764,472	41,535,123
El Paso	28,254,156	11,371,747	44,270,998	31,604,949	8,514,566	4,099,808
Fort Worth	112,250,616	40,441,702	19,752,092	13,577,068	10,882,417	18,307,451
Houston	134,347,625	236,268,747	184,612,364	60,381,259	70,866,734	22,887,176
Laredo	61,099,747	516,807	2,494,484	2,448,085		1,111,058
Lubbock	88,046,048	4,885,933	827			5,953,953
Lufkin	35,771,858		281,369	46,437,484		8,796,061
Odessa	71,614,901	8,194,990	2,362,215	59,018,060		1,978,114
Paris	63,513,061	7,086,806	12,519,218	24,599,979		22,086,172
Pharr	58,707,127	24,307,253	28,416,122	45,053,124		3,759,763
San Angelo	62,247,664	6,730,868	1	17,424,505		4,371,983
San Antonio	212,122,312	115,462,530	36,410,907	87,275,238		12,278,671
Tyler	79,321,885	15,259,721	99,006	11,383,095		5,124,852
Waco	80,763,528	53,350,656	49,494,200	95,711,466		9,980,577
Wichita Falls	62,803,768	4,131,486		8,196,056		6,273,095
Yoakum	106,179,665	7,165,975	2,042,012	137,704,499		52,316,835
<b>Total</b>	\$ 2,104,605,975	\$ 828,637,843	\$ 722,255,639	\$ 927,078,925	\$ 122,223,082	\$ 423,290,353

**Expenditures by Unified Transportation Program Category, Continued**

	Category 7	Category 8	Category 9	Category 10	Category 11	Category 12
<b>TxDOT District</b>	STP - Metro Mobility / Rehabilitation	STP - Safety	STP - Transportation Alternatives	Miscellaneous	District Discretionary	Strategic Priority
Abilene		11,815,278		527,241	28,009,568	7,223,494
Amarillo		6,835,412		2,850,502	39,460,579	13,205,184
Atlanta		19,276,837		1,163,090	15,463,793	845
Austin	11,545,898	19,117,645	2,789,534	8,661,392	30,311,754	19,315,177
Beaumont	18,041,524	23,522,874	1,063,958	19,202,847	17,091,709	45,111,736
Brownwood		15,308,066		15,961	8,849,251	
Bryan		6,735,571		41,316	18,282,087	244,788
Childress		73,577		27,836	11,548,968	
Corpus Christi	7,654,269	27,927,140	1,195,771	6,690,093	42,148,057	154,938,179
Dallas	68,499,653	32,500,667	4,863,191	9,087,264	58,527,286	136,341,998
El Paso	20,934,269	5,490,675	10,615,331	17,679,646	18,312,836	23,497,651
Fort Worth	81,554,773	13,699,767	6,631,059	14,099,016	11,920,136	170,234,478
Houston	124,106,774	6,895,078	9,558,058	60,058,045	79,981,676	87,190,839
Laredo	264,829	9,379,948	573,392	7,223,127	41,721,939	3,263
Lubbock	182,446	14,937,733		3,321,060	51,928,376	319,596
Lufkin		7,095,039		5,551,925	7,497,013	14,459,383
Odessa		50,714,965	1,477,208	(1,422)	102,219,972	12,516,772
Paris	25,537	15,651,762	3,559,532	187,530	2,603,397	26,218,544
Pharr	12,932,186	6,834,483	3,354,723	11,060,982	16,023,788	30,072,490
San Angelo		7,346,752	3,498,359	1,862,577	33,280,583	1,249,570
San Antonio	27,182,193	17,192,888	2,835,671	7,656,175	67,330,845	123,886,598
Tyler		15,189,800	640,185	4,029,449	6,376,769	26,760,852
Waco	5,434,064	10,415,473	2,266,023	685,841	15,122,119	94,694,837
Wichita Falls		19,802,103			8,424,988	72,755
Yoakum		13,460,439		1,313,219	14,576,124	33,093,829
<b>Total</b>	\$ 378,358,414	\$ 377,219,970	\$ 59,478,298	\$ 182,994,712	\$ 747,013,612	\$ 1,020,652,857

**Expenditures by Unified Transportation Program Category, Concluded**

TxDOT District	Aviation	Public Transportation	Rail Related Projects	Maritime Program	TOTAL
Abilene	821,272	2,334,526			\$ 124,684,625
Amarillo	2,405,799	5,233,132			\$ 245,048,511
Atlanta	1,194,220	6,665,035			\$ 127,077,913
Austin	2,979,276	8,301,060			\$ 439,020,961
Beaumont	2,172,380	3,591,987			\$ 232,334,525
Brownwood	1,389,445	6,987,270			\$ 73,039,576
Bryan	1,195,959	8,931,388			\$ 275,925,899
Childress	847,293	1,501,877			\$ 53,087,460
Corpus Christi	2,750,734	3,517,198			\$ 563,016,866
Dallas	5,823,680	6,004,999	772,926		\$ 960,108,965
El Paso	1,187,459	3,129,855			\$ 228,963,947
Fort Worth	7,230,793	6,904,036			\$ 527,485,404
Houston	6,884,634	5,663,413	2,878,236		\$ 1,092,580,660
Laredo	62,296	3,066,401			\$ 129,965,377
Lubbock	3,912,374	7,147,391			\$ 180,637,363
Lufkin	1,245,310				\$ 127,135,443
Odessa	2,998,453	7,021,212			\$ 320,115,439
Paris	676,537	2,398,055			\$ 181,126,129
Pharr	1,268,792	4,175,795			\$ 245,966,628
San Angelo	511,395	3,593,159			\$ 142,117,416
San Antonio	668,807	8,020,708	3,051		\$ 718,326,593
Tyler	3,032,063	5,813,697			\$ 173,031,374
Waco	1,668,412	4,744,246			\$ 424,331,442
Wichita Falls	4,996,727	895,232			\$ 117,882,595
Yoakum	3,559,000	4,920,980			\$ 376,500,169
<b>Total</b>	61,483,110	120,562,652	3,654,213		\$ 8,079,511,281
Public Transportation Admin & Other		5,861,107		510,982	6,372,089
<b>Grand Total</b>	\$ 61,483,110	\$ 126,423,759	\$ 3,654,213	\$ 510,982	\$ 8,085,883,370