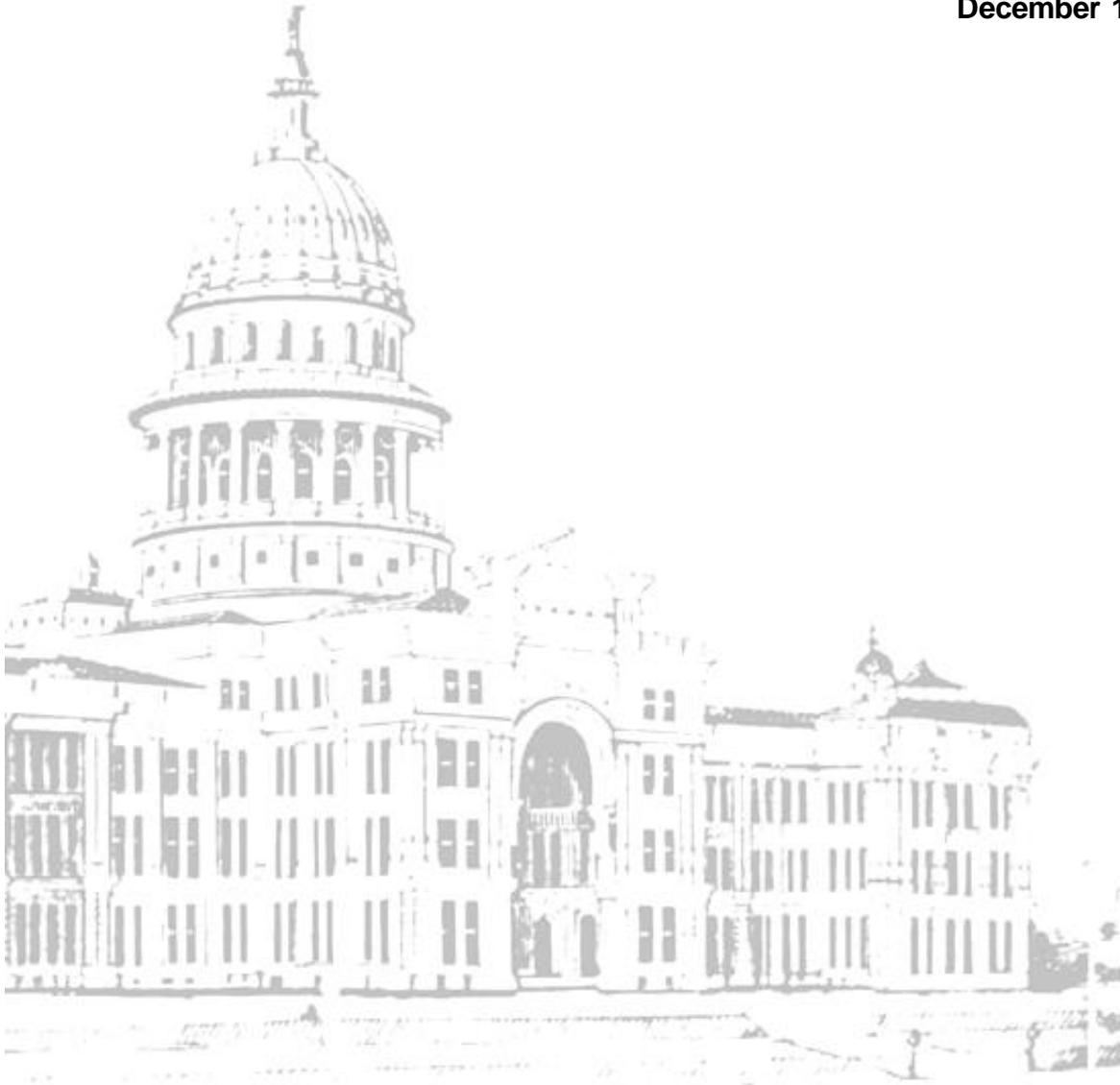


Transportation Program Expenditures Fiscal Year 2021

Marc D. Williams P.E., Executive Director
Texas Department of Transportation

December 1, 2021



Submitted in Compliance with Section 201.616
of the Texas Transportation Code



TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2021 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, 2021.

- 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, 2021.
- The direction of money by TxDOT to a regional mobility authority in Texas for the fiscal year ended Aug. 31, 2021.

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 Corridor Projects
- Category 3 – Non-Traditionally Funded Transportation Projects
- Category 4 – Statewide Connectivity Corridor Projects (Urban/Regional)
- Category 5 – Congestion Mitigation and Air Quality Improvement (CMAQ)
- Category 6 – Structures Replacement and Rehabilitation (Bridge)
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 8 – Safety Projects
- Category 9 – Transportation Alternatives
- Category 10 – Supplemental Transportation Projects
- Category 11 – District Discretionary/Energy Sector
- Category 12 – Strategic Priority

UTP project specifics are available via Project Tracker on TxDOT's website at:

<https://www.txdot.gov/inside-txdot/projects/project-tracker.html>

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 link.

For purposes of this report, Fiscal Year 2021 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 Year 2021, capital, operating, maintenance, right of way, project development, administrative and financing expenditures, including debt service, for TxDOT toll roads were as follows. Funding is from various funding sources, including non-appropriated toll revenue and bond proceeds.

District	Toll Project	Location	Total
Austin	Central Texas Turnpike System	SH 45N, Loop 1, SH 130 segments 1-4, and SH 45 SE	\$ 248,489,606
Beaumont	Grand Parkway Segments I-2A & I-2B	SH 99 Loop from I-10 E, south to Fisher Road	\$ 962,700
Bryan	SH 249 Extension	From Montgomery/Grimes County line to FM 1774 in Todd Mission, Grimes County	\$ 7,322,349
Dallas	LBJ Express	I-635 from Luna Rd to east of U.S. 75, I-35E from Loop 12 to I-35	\$ 4,847,413
Dallas	I-35E Project	From I-635 in Dallas County to U.S. 380 in Denton County	\$ 24,236,719
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	\$ 14,127,710
Fort Worth	DFW Connector	SH 114/SH 121 corridor around the north DFW Airport entrance	\$ 4,796,633
Fort Worth	NTE Seg 1 & 2W	Portions of SH 121, SH 183 and I-820 in northern and eastern Tarrant County	\$ 842,098
Fort Worth	NTE Seg 3A, 3B, and 3C	I-35W from I-30 to I-820-US 81/287, US81/287 to Eagle Parkway	\$ 64,136,295
Fort Worth	I-30 Managed Lanes	From Fielder Rd in Tarrant County to E Sylvan Ave	\$ 2,495,900
Houston	Grand Parkway Segment I-2B	SH 99 Loop from FM 1405 to SH 146	\$ 167,646
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	\$ (31,538)
Houston	SH 288	From U.S. 59 to county line between Harris and Brazoria	\$ 16,633,103
Houston	SH 249 Extension	From FM 1774/FM 149 in Pinehurst to Montgomery/Grimes County line	\$ 43,583,979
San Antonio	SH 130 Segments 5 & 6	From Caldwell/Guadalupe County line to I-10 near Seguin	\$ 405,453

Notes:

* The responsibility for the financing, construction, and the 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 Year 2021. See RMA section on page 9 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 Year 2021, the following district expenditures were incurred for the construction and rehabilitation of the South Orient Railroad:

<i>El Paso</i>	\$10,120,532
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The following district expenditures were incurred for studies of freight and passenger rail, excluding indirect costs.

<i>Beaumont</i>	\$165,485
<i>Dallas</i>	\$241,988
<i>El Paso</i>	\$429,729
<i>Houston</i>	\$259,513
<i>Paris</i>	\$115,611
<i>San Antonio</i>	\$426,746
<i>Statewide Studies</i>	\$1,114,816
Total	\$2,753,889

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.

TEXAS DEPARTMENT OF TRANSPORTATION		
BONDS ISSUED		
For the Fiscal Year Ended August 31, 2021		
Description of Issue	Bonds Issued to Date***	Bonds Outstanding***
Governmental Activities		
General Obligation Bonds:		
Texas Mobility Fund	\$ 7,368,740,000.00	\$ 5,943,200,000.00
Texas Highway Improvement	5,597,595,000.00	3,478,555,000.00
Revenue Bonds:		
State Highway Fund	4,933,875,000.00	3,474,410,000.00
Total Governmental Activities	<u>17,900,210,000.00</u>	<u>12,896,165,000.00</u>
Business-Type Activities		
Revenue Bonds:		
Central Texas Turnpike System*	3,810,283,864.24	2,768,830,785.04
Grand Parkway Transportation Corporation**	5,404,565,244.82	4,099,925,244.82
State Highway 249 System	261,012,362.31	261,012,362.31
Total Business-Type Activities	<u>\$ 9,475,861,471.37</u>	<u>\$ 7,129,768,392.17</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 LOAN / BOND ANTICIPATION NOTES		
For the Fiscal Year Ended August 31, 2021		
Description	Issued to Date	Loan/Notes Outstanding*
TIFIA LOAN		
IH 35E Project Loan	\$285,000,000.00	\$321,897,325.30 *
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 TMF. The TMF 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 TMF is insufficient to pay debt service on the bonds. As of Aug. 31, 2021, major sources of pledged revenue to the TMF include driver license fees, motor vehicle inspection fees, certificate of title fees and driver record information fees.

The issuance of TMF bonds is subject to debt service coverage requirements. Prior to a TMF debt issuance, the Texas Comptroller of Public Accounts must certify that there will be sufficient future resources on deposit in the TMF to ensure 110 percent coverage of debt service requirements during the period the debt will be outstanding. Subject to the debt service coverage requirement, the TMF constitutional provision does not limit the amount of obligations that may be issued under the program. The TMF program is currently established in the aggregate principal amount of \$7.5 billion outstanding at any one time. House Bill No. 2219 which was enacted during the Regular Session of the 87th Legislature and became effective on June 18, 2021, amended the authority to (i) eliminate the ability of the Commission to issue Program obligations for the purpose of providing participation by the State in the payment of part of the costs of constructing and providing publicly owned toll roads and (ii) authorize the Commission to issue Program obligations for certain transportation projects, as described herein, after May 1, 2021 and before January 1, 2027 in an aggregate principal amount not to exceed an amount equal to sixty percent (60%) of the outstanding principal amount of Program obligations existing on May 1, 2021. As of May 1, 2021, the outstanding principal amount of Program obligations (i.e., Parity Debt) was \$5.9 billion. Accordingly, under the authority, as amended by HB 2219, the Commission may issue, other than refunding obligations described herein, no more than \$3.6 billion in aggregate principal amount of Parity Debt prior to January 1, 2027.

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

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 TMF 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.

The Series 2015-B outstanding balance of \$282.9 million is from direct placements.

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, 2021, the Commission had issued the \$5.0 billion authorized 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, 2021, the Commission had issued the \$6.0 billion authorized 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. As of Aug. 31, 2021, the outstanding note balance is \$605.3 million.

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, 2021. 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, 2021. 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	SIB Loan	Pass Through Toll Payments	Other Payments	Total
Austin	Central Texas RMA		\$ -		\$ 13,287,204	\$ 13,287,204
El Paso	Camino Real RMA		\$ 30,000,000	\$ 12,283,484	\$ 9,535,563	\$ 51,819,047
Pharr	Cameron County RMA	\$ 612,363	\$ -	\$ 1,385,000	\$ 238,341	\$ 2,235,704
San Antonio	Alamo RMA		\$ -		\$ 4,831,670	\$ 4,831,670

UNIFIED TRANSPORTATION PROGRAM

Explanation of Tables

The listed Fiscal Year 2021 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 the 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	Metropolitan & Urban Corridor Projects	Non-Traditionally Funded Transportation Projects	Statewide Connectivity Corridor Projects (Urban/Regional)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Structures Replacement and Rehabilitation (Bridge)
Abilene	57,642,236	3,675,757		4,446,516		12,786,084
Amarillo	104,215,569	19,820,372		13,807,009		38,220,981
Atlanta	30,569,203	2,153,794	10,310,330	19,173,672		11,732,596
Austin	71,511,742	99,165,923	104,549,794	82,245,387		3,298,164
Beaumont	31,749,361	18,044,991	7,384,600	13,665,540	621,478	7,774,616
Brownwood	18,524,406			15,991,151		5,921,138
Bryan	61,437,758	24,749,803	58,901,298	42,235,881		20,968,053
Childress	28,092,046					2,583,458
Corpus Christi	60,792,388	18,450,918	4,228,036	56,586,270		35,492,013
Dallas	116,243,725	175,295,515	137,746,116	72,911,177	37,853,547	27,032,890
El Paso	41,951,283	10,255,192	14,035,768	32,038,151	4,813,780	3,011,310
Fort Worth	77,043,275	53,944,851	21,413,525	59,478,393	12,395,514	7,754,673
Houston	115,284,669	300,759,870	106,091,539	48,579,982	27,086,626	13,015,480
Laredo	42,183,979	2,970,042	567,292	21,138,138		1,477,616
Lubbock	74,867,474	4,833,688				2,580,790
Lufkin	26,143,103		57,128	58,189,241		7,585,076
Odessa	46,618,206	7,582,850	2,594,057	62,973,612		116,669
Paris	57,807,754	9,531,746	9,301,362	23,356,499		17,880,512
Pharr	78,964,215	30,081,320	26,528,515	50,108,100		7,083,650
San Angelo	31,759,710	12,593,069		17,209,719		2,106,264
San Antonio	129,522,216	96,843,556	25,680,935	80,157,474		6,137,266
Tyler	68,024,853	17,663,038	369,966	411,188		8,834,750
Waco	34,269,659	52,626,660	4,780,200	94,859,834		11,573,679
Wichita Falls	11,125,774	7,612,283		16,751,380		9,679,280
Yoakum	73,908,804	8,789,295	4,908,259	146,036,492		61,398,657
Total	\$ 1,490,253,408	\$ 977,444,534	\$ 539,448,724	\$ 1,035,099,636	\$ 82,824,662	\$ 326,045,664

Expenditures by Unified Transportation Program Category, Continued

	Category 7	Category 8	Category 9	Category 10	Category 11	Category 12
TxDOT District	Metropolitan Mobility and Rehabilitation	Safety Projects	Transportation Alternatives	Supplemental Transportation Projects	District Discretionary/ Energy Sector	Strategic Priority
Abilene		11,026,224		1,488,588	57,454,793	607,628
Amarillo		27,093,452		2,722,516	20,296,378	18,242,130
Atlanta		15,182,996		1,264,331	12,099,374	4,103,496
Austin	14,802,867	41,226,262	1,287,380	7,458,205	34,033,844	41,846,480
Beaumont	12,850,243	18,689,427	(68,154)	13,361,235	4,429,606	57,600,349
Brownwood		15,276,088		55,483	4,131,556	
Bryan		17,755,093		447,098	14,270,885	24,340
Childress		1,909,057		91,766	7,880,806	
Corpus Christi	2,690,242	24,012,236	1,247,373	3,699,173	57,732,858	61,849,901
Dallas	59,129,560	25,274,527	7,788,738	7,824,281	68,157,992	237,896,403
El Paso	10,226,984	16,105,992	27,582,336	22,517,138	30,047,629	22,976,590
Fort Worth	67,622,008	29,824,458	8,625,857	23,895,953	10,866,141	137,956,977
Houston	114,426,595	9,361,588	24,521,459	52,010,600	41,449,666	54,123,130
Laredo	12,983	8,076,851	320,919	7,999,257	51,331,349	9,173,146
Lubbock	37,240	34,400,812		345,546	31,753,883	9,699,687
Lufkin		15,429,487		8,108,702	4,984,506	17,904,280
Odessa		45,806,829	5,270	11,725,958	167,671,357	19,549,128
Paris	-	14,985,541	1,460,763	85,733	2,378,032	27,704,824
Pharr	34,249,350	14,813,646	1,438,304	23,891,758	6,645,621	30,027,309
San Angelo		9,315,290	1,589,181	8,555,277	30,691,326	1,097,540
San Antonio	44,610,951	20,662,783	3,737,789	8,445,443	41,307,998	134,623,678
Tyler		24,114,640	2,823,362	3,017,135	5,272,717	12,546,340
Waco	2,426,801	17,002,118	799,140	2,173,354	20,450,997	43,154,862
Wichita Falls		23,411,095			9,387,498	4,100,031
Yoakum		18,641,623		2,025,324	3,926,286	44,805,480
Total	\$ 363,085,824	\$ 499,398,113	\$ 92,096,603	\$ 213,254,242	\$ 738,653,097	\$ 991,613,731

Expenditures by Unified Transportation Program Category, Concluded

TxDOT District	Aviation	Public Transportation	Rail Related Projects	Maritime Program	TOTAL
Abilene	203,015	1,443,776			\$ 151,042,199
Amarillo	5,638,831	6,072,514			\$ 256,129,752
Atlanta	1,279,769	5,412,029			\$ 113,281,591
Austin	4,337,584	6,698,938			\$ 512,462,570
Beaumont	1,721,104	1,970,345			\$ 189,794,743
Brownwood	749,561	8,298,599			\$ 68,947,981
Bryan	6,105,193	9,624,492			\$ 257,917,747
Childress	475,905	3,617,847			\$ 48,884,601
Corpus Christi	1,350,280	5,833,715			\$ 333,965,402
Dallas	7,820,490	21,996,610			\$ 1,002,971,570
El Paso	1,946,167	3,248,144	8,689,195		\$ 249,445,660
Fort Worth	13,834,649	4,209,649			\$ 528,865,923
Houston	9,152,565	4,343,969	(715,702)		\$ 919,492,035
Laredo	160,123	2,871,239			\$ 148,282,935
Lubbock	6,310,876	9,850,701			\$ 174,680,698
Lufkin	846,380				\$ 140,018,243
Odessa	6,845,898	7,024,537			\$ 378,514,371
Paris	1,673,011	6,840,055			\$ 173,005,832
Pharr	981,255	6,862,560			\$ 311,675,602
San Angelo	344,633	2,575,595			\$ 117,837,606
San Antonio	922,738	9,348,349	4		\$ 602,054,897
Tyler	2,454,438	6,765,301			\$ 152,297,728
Waco	2,584,304	3,130,797			\$ 289,832,406
Wichita Falls	946,112	627,577			\$ 89,728,299
Yoakum	4,789,895	4,873,437			\$ 374,114,818
Total	83,474,775	143,575,775	7,973,497		\$ 7,585,245,208
Public Transportation Admin & Other		7,919,363	468,239	1,174,071	9,561,674
Grand Total	\$ 83,474,775	\$ 151,495,138	\$ 8,441,736	\$ 1,174,071	\$ 7,594,806,882