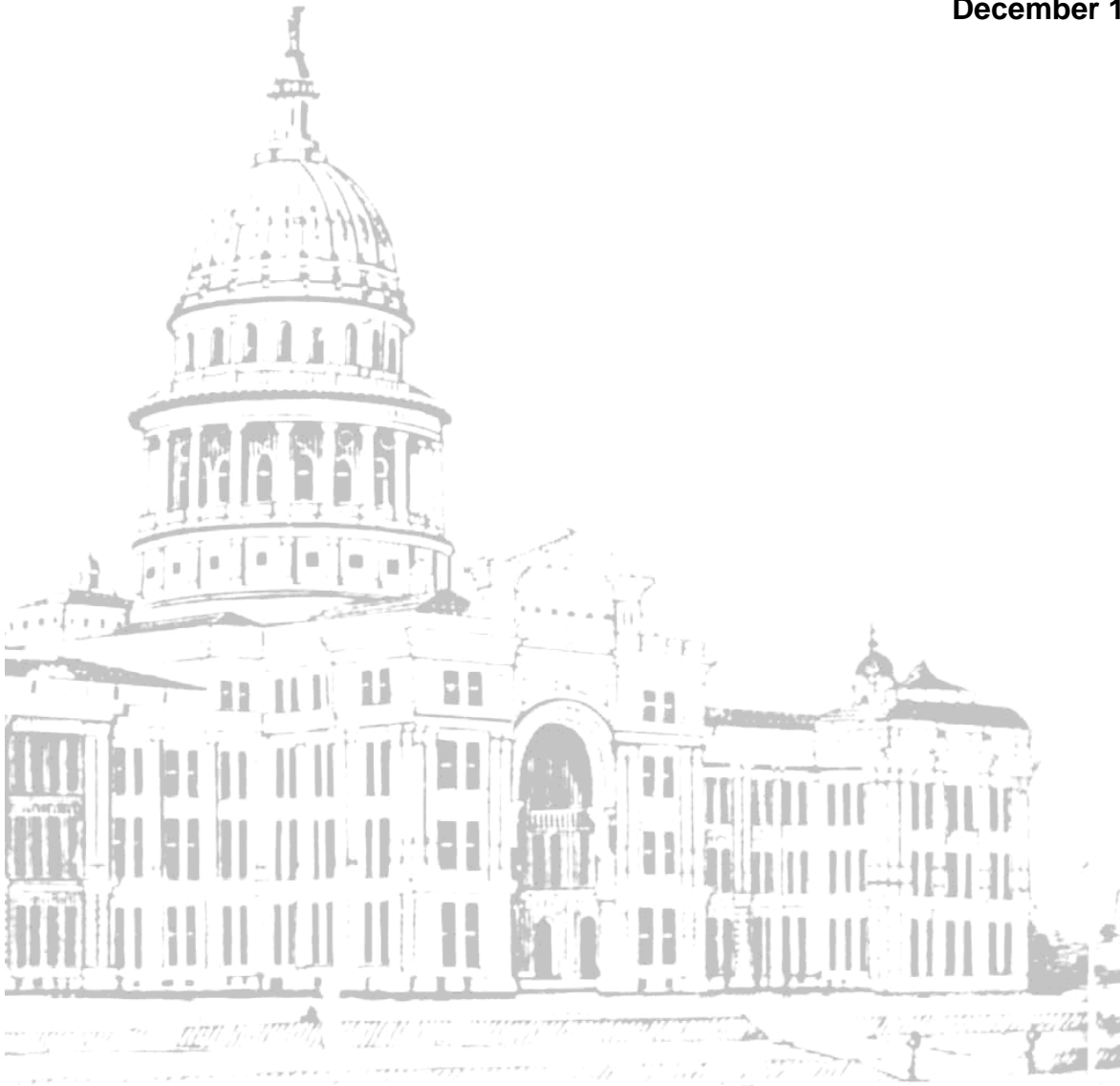


Transportation Program Expenditures Fiscal Year 2022

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

December 1, 2022



Submitted in Compliance with Section 201.616
of the Texas Transportation Code



TRANSPORTATION PROGRAM EXPENDITURES – FISCAL YEAR 2022 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, 2022.

- 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, 2022.
- The direction of money by TxDOT to a regional mobility authority in Texas for the fiscal year ended Aug. 31, 2022.

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 Projects
- Category 9 – Transportation Alternatives
- Category 10 – Supplemental Transportation Projects
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

The UTP document can be found on TxDOT's website:

<https://www.txdot.gov/projects/planning/utp.html>

Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects.

For purposes of this report, fiscal 2022 expenditures related to the UTP are broken out by category and department district in the exhibit starting on page 10.

TURNPIKE PROJECTS AND TOLL ROADS

In fiscal 2022, 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	\$ 292,650,102
Beaumont	Grand Parkway Segments I-2A & I-2B	SH 99 Loop from I-10 E, south to Fisher Road	\$ 765,600
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	\$ 735,559
Dallas	I-35E Project	From I-635 in Dallas County to U.S. 380 in Denton County	\$ 14,464,189
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	\$ 7,377,878
Fort Worth	DFW Connector	SH 114/SH 121 corridor around the north DFW Airport entrance	\$ 2,612,200
Fort Worth	NTE Seg 1 & 2W	Portions of SH 121, SH 183 and I-820 in northern and eastern Tarrant County	\$ 1,340,590
Fort Worth	NTE Seg 3A, 3B, and 3C	I-35W from I-30 to I-820-US 81/287, US81/287 to Eagle Parkway	\$ 42,587,757
Fort Worth	I-30 Managed Lanes	From Fielder Rd in Tarrant County to E Sylvan Ave	\$ 2,864,300
Houston	Grand Parkway Segment I-2B	SH 99 Loop from FM 1405 to SH 146	\$ 523,314
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	\$ (417,767)
Houston	SH 288	From U.S. 59 to county line between Harris and Brazoria	\$ 3,718,373
Houston	SH 249 Extension	From FM 1774/FM 149 in Pinehurst to Montgomery/Grimes County line	\$ 5,548,274
San Antonio	SH 130 Segments 5 & 6	From Caldwell/Guadalupe County line to I-10 near Seguin	\$ 286,233

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. The negative balance reported in fiscal 2022 constitutes a reimbursement overage to GPTC which will be credited to future invoices.

No other districts had expenditures related to TxDOT turnpike projects or toll roads in fiscal 2022. 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 2022, the following district expenditures were incurred on the rehabilitation of the South Orient Railroad for a tie marking and construction management contract:

<i>El Paso</i>	\$223,018
----------------	-----------

The following district expenditures were incurred for studies of freight rail, excluding indirect costs. These expenditures totaled \$883,286, divided accordingly among the following districts:

<i>Paris</i>	\$24,273
<i>San Antonio</i>	\$91,553
<i>Statewide Studies</i>	\$767,460

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, 2022		
Description of Issue	Bonds Issued to Date***	Bonds Outstanding***
Governmental Activities		
General Obligation Bonds:		
Texas Mobility Fund	\$ 7,368,740,000.00	\$ 5,801,490,000.00
Texas Highway Improvement	5,597,595,000.00	3,340,800,000.00
Revenue Bonds:		
State Highway Fund	4,933,875,000.00	3,213,930,000.00
Total Governmental Activities	17,900,210,000.00	12,356,220,000.00
Business-Type Activities		
Revenue Bonds:		
Central Texas Turnpike System*	3,843,592,478.03	2,756,789,398.83
Grand Parkway Transportation Corporation**	5,429,617,488.42	4,106,492,488.42
State Highway 249 System	266,095,905.41	266,095,905.41
Total Business-Type Activities	\$ 9,539,305,871.86	\$ 7,129,377,792.66
*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, 2022		
Description	Issued to Date	Loan/Notes Outstanding*
TIFIA LOAN		
IH 35E Project Loan	\$285,000,000.00	\$323,295,968.01 *
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) 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, 2022, 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 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. 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 refunding 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.

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, 2022, 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, 2022, the Commission has issued \$6.0 billion under the state highway fund revenue bond program.

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.

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, had seven conduit debt bond issues outstanding as of Aug. 31, 2022. 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, 2022. 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	Pass Through Toll Payments	Other Payments	Total
Austin	Central Texas RMA			\$ 20,125,595	\$ 20,125,595
El Paso	Camino Real RMA			\$ 3,167,584	\$ 3,167,584
Pharr	Cameron County RMA	\$ 42,446	\$ 1,385,000	\$ 753,093	\$ 2,180,539
Pharr	Hidalgo County RMA	\$ 23,092,899			\$ 23,092,899
San Antonio	Alamo RMA	\$ 1,130,747		\$ 19,603,266	\$ 20,734,013

Exhibit - UNIFIED TRANSPORTATION PROGRAM

Explanation of Tables

The listed fiscal 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 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	71,784,028	4,804,741		1,056,311		6,986,438
Amarillo	103,363,156	18,178,248		17,894,433		27,208,718
Atlanta	30,222,768	1,338,926	10,335,683	17,751,943		19,005,352
Austin	64,551,435	101,806,532	68,697,394	57,483,016		8,471,221
Beaumont	25,850,931	49,680,236	2,511,602	30,479,870	-	6,780,168
Brownwood	29,521,074			13,024,833		3,552,936
Bryan	47,050,483	17,498,954	25,698,085	59,041,926		2,832,358
Childress	16,450,878					7,017,882
Corpus Christi	37,093,198	14,560,252	6,235,344	66,092,637		29,813,884
Dallas	123,884,082	225,754,499	174,051,006	134,557,167	41,308,039	29,107,407
El Paso	29,879,017	32,397,933	4,360,993	33,780,207	4,361,645	5,116,990
Fort Worth	94,789,115	42,900,014	34,567,209	44,301,258	10,524,963	8,745,040
Houston	126,682,586	290,642,959	70,995,175	42,902,483	29,968,828	21,445,201
Laredo	47,626,085	3,129,749	1,774,398	22,966,030		6,610,773
Lubbock	65,763,885	18,136,736				4,052,947
Lufkin	22,986,028		2,278	47,543,937		15,217,044
Odessa	30,447,006	16,074,378	2,766,930	68,760,017		2,658,257
Paris	75,656,567	15,338,203	8,423,594	9,836,634		15,686,788
Pharr	44,555,876	23,867,089	48,031,059	61,813,556		9,589,993
San Angelo	17,103,101	6,749,384		37,163,622		3,434,460
San Antonio	60,502,146	194,601,326	24,672,380	77,486,629		7,357,943
Tyler	47,359,414	7,195,474	1,248,275	-		14,334,362
Waco	31,529,835	70,968,005	3,914,575	61,995,808		13,316,422
Wichita Falls	26,804,880	3,927,218		52,795,631		8,371,158
Yoakum	70,599,489	10,722,153	4,914,409	109,738,030		45,937,942
Total	\$ 1,342,057,062	\$ 1,170,273,009	\$ 494,438,694	\$ 1,085,730,313	\$ 91,230,523	\$ 322,651,686

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		15,282,991		2,045,697	30,180,268	8,169
Amarillo		36,414,169		878,452	19,671,540	16,373,882
Atlanta		15,917,277	5,213,367	515,352	12,035,645	2,551,089
Austin	20,724,414	49,347,509	2,574,279	4,580,771	30,663,547	61,089,910
Beaumont	5,147,134	23,913,359	213,998	3,506,596	13,673,229	79,294,274
Brownwood		11,060,633		54,985	4,865,623	
Bryan		18,441,224	6,884,441	961,022	5,959,583	12,249,359
Childress		3,072,361	8,140,000	519,933	6,988,554	
Corpus Christi	1,224,180	26,894,882	1,092,787	3,203,256	32,707,255	51,319,520
Dallas	87,334,256	27,923,802	9,469,923	3,615,755	64,953,868	219,786,174
El Paso	7,240,851	36,542,044	12,148,955	10,435,136	35,748,700	27,438,914
Fort Worth	59,103,883	20,283,238	1,581,668	11,822,220	13,363,182	88,635,135
Houston	115,646,817	18,377,187	3,822,497	25,913,551	61,873,673	18,346,203
Laredo	18,607	12,249,358	160,262	7,432,753	63,846,789	9,700,905
Lubbock	1,617,554	18,221,860		2,948,779	2,060,872	16,407,148
Lufkin		23,875,147		1,399,987	4,366,515	17,043,296
Odessa		23,126,790	-	17,658,216	96,008,252	10,235,786
Paris	-	9,457,539	1,027,102	1,221,244	4,376,558	17,197,815
Pharr	22,197,909	12,132,878	839,657	21,432,703	7,509,595	27,358,639
San Angelo		15,830,442	1,056,622	17,114,892	12,620,755	2,316,651
San Antonio	37,535,969	25,608,713	1,634,930	7,189,963	30,504,814	142,156,219
Tyler		10,862,050	3,026,556	11,524,441	4,791,371	437,353
Waco	6,543,363	26,300,932	1,715,828	2,063,331	9,120,836	24,530,999
Wichita Falls		33,559,925	3,007,264	3,714,441	12,456,893	14,859,260
Yoakum		18,977,752	16,016,600	6,306,171	10,841,163	34,496,213
Total	\$ 364,334,936	\$ 533,674,064	\$ 45,092,331	\$ 164,382,350	\$ 591,189,080	\$ 893,832,911

Expenditures by Unified Transportation Program Category, Concluded

TxDOT District	Aviation	Public Transportation	Rail Related Projects	Maritime Program	TOTAL
Abilene	1,635,652	1,446,195			\$ 136,607,654
Amarillo	6,856,921	5,147,226			\$ 251,986,745
Atlanta	394,802	4,168,311			\$ 114,758,520
Austin	5,038,748	6,847,433			\$ 481,876,211
Beaumont	646,635	2,473,488			\$ 244,171,518
Brownwood	3,292,478	6,877,358			\$ 72,249,921
Bryan	1,721,758	9,215,214			\$ 201,354,416
Childress	363,122	3,899,978			\$ 46,049,941
Corpus Christi	2,457,854	3,981,267			\$ 276,676,316
Dallas	12,462,327	13,384,780			\$ 1,167,593,086
El Paso	715,354	4,436,975	1,063,871		\$ 245,667,585
Fort Worth	9,515,901	3,612,104			\$ 443,744,929
Houston	5,821,977	4,832,247			\$ 837,271,385
Laredo	527,337	3,648,713			\$ 179,691,758
Lubbock	1,578,190	5,599,398			\$ 146,055,645
Lufkin	1,494,927				\$ 134,110,092
Odessa	2,957,970	6,587,826			\$ 277,281,427
Paris	4,702,542	6,776,356			\$ 169,700,942
Pharr	3,507,851	7,127,390			\$ 289,964,196
San Angelo	1,017,746	2,302,389			\$ 116,715,879
San Antonio	5,262,053	8,470,427			\$ 628,050,559
Tyler	1,333,196	6,236,354			\$ 108,348,846
Waco	1,918,473	4,015,983			\$ 257,934,390
Wichita Falls	4,264,659	698,505			\$ 160,883,056
Yoakum	1,204,098	4,558,107			\$ 318,665,169
Total	80,692,571	126,441,037	1,063,871		\$ 7,307,410,186
Public Transportation Admin & Other		6,976,687		1,067,650	8,044,337
Grand Total	\$ 80,692,571	\$ 133,417,724	\$ 1,063,871	\$ 1,067,650	\$ 7,315,454,523