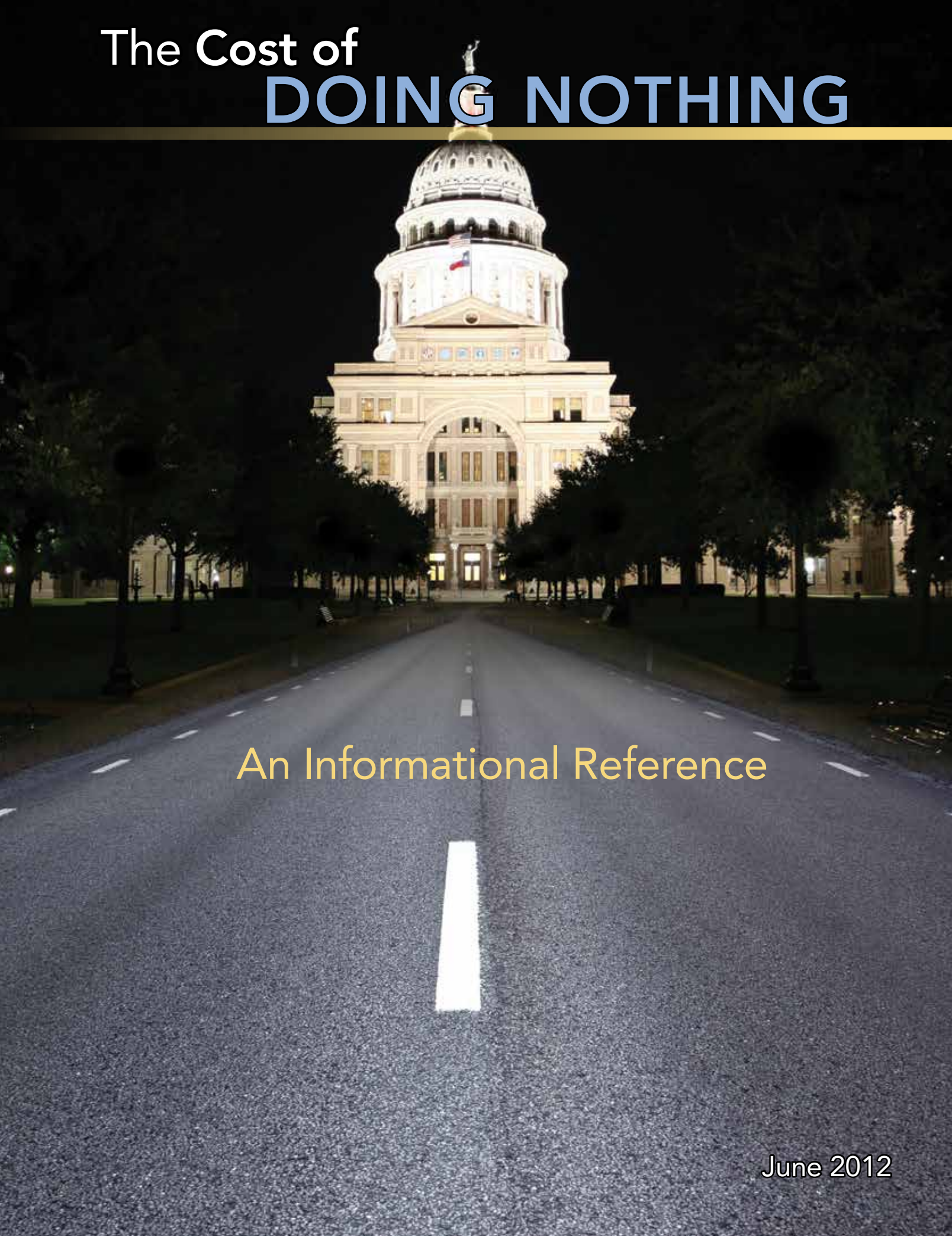
The Cost of DOING NOTHING



An Informational Reference

June 2012

The Cost of Doing Nothing Index

1
The Cost of Doing Nothing: A Summary

1

The Cost of Doing Nothing: A Summary

For the past ten years, maintenance and capacity for highways have been funded through bond proceeds. Today, all bonding programs have been exhausted. Funding levels, compared to the last decade, will decline 50%, leaving nothing for new construction.

HIGHWAY FUNDING BASICS

Vehicle registration fees have been frozen since 1985. The state and federal fuel taxes have not changed since 1991 and 1993, respectively. In 1991, the cost per gallon was **$1.30**. The state fee was **15.3 %** of the gallon price. At **$3.70** a gallon, the state fee is **5.4 %** of the gallon price.

INFLATION

The state highway fund is a flat fee which does not keep up with inflation. Since 1991, the Consumer Price Index has increased almost 70%. Over the same period, the Highway Cost Index has increased over 100%.

FINANCING VS. FUNDING

The Texas Legislature has relied on special, limited financing to fill in the highway funding gaps. Now that these options are exhausted, the state is left with 50% of the previous decade's average letting amounts.

Bond Type	Amount	Status
Texas Mobility Fund	$6.2 B	Initial dedicated tax spent or obligated for contracts.
Proposition 14	$6.0 B	All spent or dedicated for current contracts.
Federal Stimulus	$2.2 B	All spent or dedicated for current contracts.
Proposition 12	$5.0 B	All spent or dedicated for current contracts by 2014.

FUND 6 DEBT AND LONG TERM OBLIGATIONS

The state highway fund debt and long term obligations reach almost $1.3 B a year. This does not include more recent mega projects in which revenue is dedicated for 4 years or more.

Debt and Long Term Obligations	Annual Cost	Remaining Total Debt and Long Term Obligations
Prop 14 Debt	$400 M	$9.0 B
Pass-Through Toll Debt	$200 M	$2.3 B
Current Design-Build and CDA Obligation	$200 M	$1.9 B
Future Design Build and CDA Obligations 1	$500 M	$2.0 B
Total	$1.3 B	$15.2 B

DIVERSIONS

From 1985 to 2011, diversions have cost the Highway Fund over $10 billion. Today's diversions are $700 million annually, or 21% of TxDOT/DMV Fund 6 appropriations.

Highway Funds in Decline after 2013

Amount to Contract (Billions)															
Award Type or Location	Year														
	03	04	05	06	07	08	09	10	11	12	13*	14*	15*	16*	17*
State Let	$3.90	$3.80	$4.40	$5.20	$3.70	$2.80	$2.70	$3.30	$3.50	$3.70	*	$2.80	$2.80	$2.40	$2.40
Local Let and Other Obl. (CDA and DB)	$0.10	$0.30	$0.20	$0.20	$0.10	$0.70	$2.90	$0.90	$0.50	$1.00	*				
Totals**	$4.00	$4.10	$4.60	$5.40	$3.80	$3.50	$5.60	$4.20	$4.00	$4.40	$7.00	$2.80	$2.80	$2.40	$2.40

*Projected using current federal highway trust fund revenue amounts plus estimated $1.5 billion from recent $2 billion identified funds (with $500 million going to right of way and engineering costs). Projected amount of local let and other obligations are unknown.

**Source: Public funds from TxDOT Finance Division.

OTHER FACTS

- Texas needs a **minimum of $6 billion a year** to slow deteriorating pavements and address mobility.
- The 2030 Committee Report in 2011 reported the need for an annual investment of $9.9 billion to maintain road and bridge conditions and congestion at 2010 levels. In 2014, there will be only $2.8 billion available for project awards. (TTI)
- Congestion will cost the Texas economy an average of $20 billion per year over the next 15 years (rising from about $10.8 billion now to almost $30 billion in 2025). (TTI)
- If nothing is done, congestion will cause commuter delay in urban and metropolitan regions to double in 15 years from 37 hours per year to 74 hours per year. (TTI).
- The 37 hour increase in delay will cost the average household an additional $800 per year. (TTI)
- Not including damage due to energy sector traffic, pavement maintenance requires a minimum investment of $1.75 billion per year. Under the current funding scenario, pavement quality will decline 30% by 2022.
- In Texas, under funding maintenance will increase the cost for pavement preservation and restoration by $6.5 billion over the next 10 years. (CTR)
- Bad pavements cost motorist $343 per year. (TRIP)
- Accidents cost $948 per year for each Texas resident. (TRIP)
- The estimate of the annual cost of serious traffic crashes in Texas, in which roadway design was likely a contributing factor, is approximately $6.5 billion. (The cost of serious crashes includes lost productivity, lost earnings, medical costs and emergency services.) (TRIP)
- For every $1 spent on transportation, $6 in economic benefit is received. (TTI)

2
Lettings and Awards 2003–2017

2

Lettings and Awards 2003–2017

The Chart shows highway construction awards from 2003 through 2017 with future years based on current projected revenue for TxDOT as of April 2012.

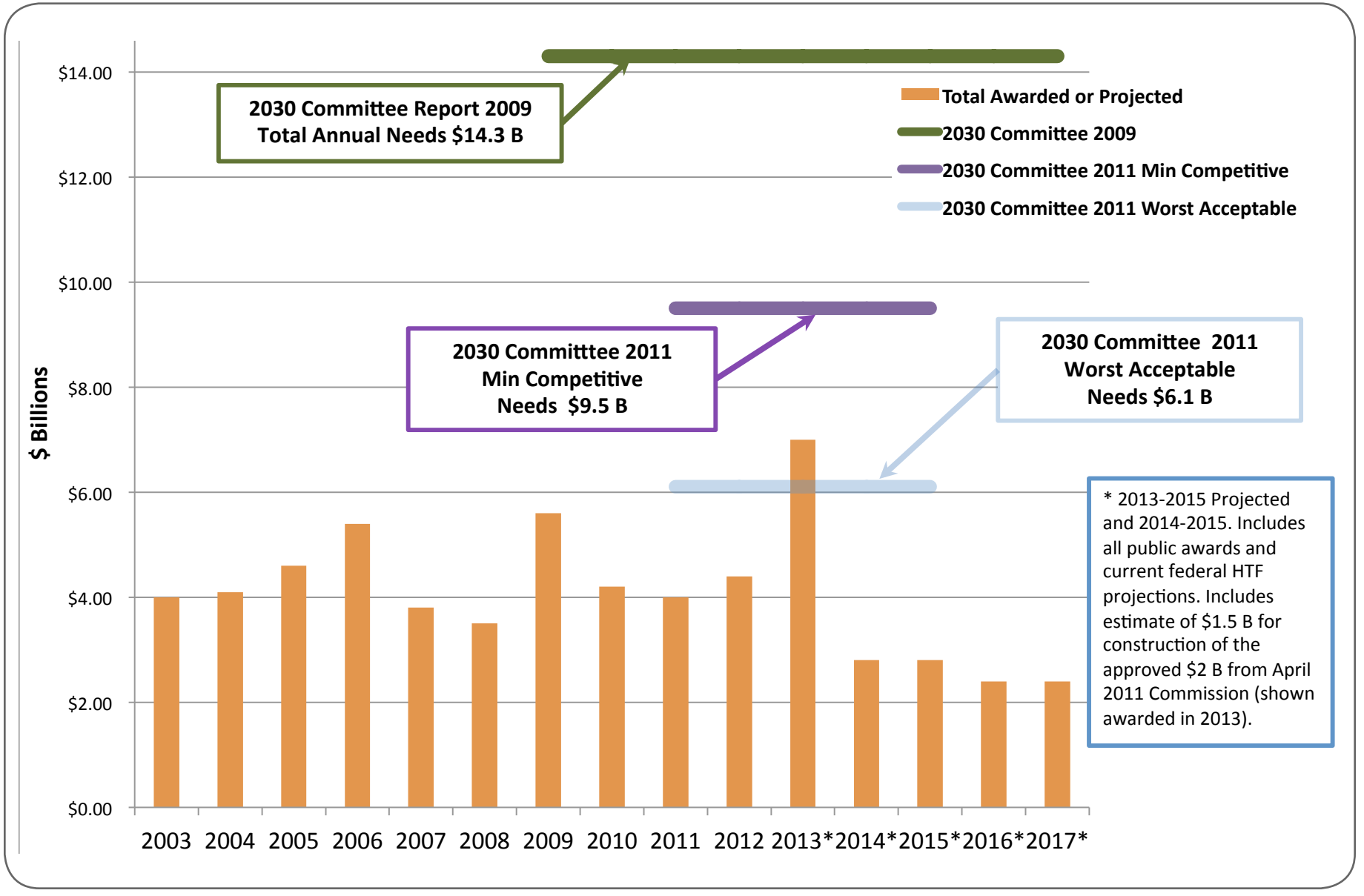
Funds for new project awards will be approximately half of the previous year's amounts, without considerations for the impact of inflation. Projected funds would only meet maintenance needs.

From the 2030 Committee Report of 2011, the amount available is only:

- 30% of the needs to be economically competitive; and only
- 40% of the needs to maintain the worst acceptable condition.

The amount available is less than 20% of the original 2030 Committee Report recommendation.

Past and Projected Awards



3
2030 Committee Report to the Texas Transportation Commission 2011

3

2030 Committee Report to the Texas Transportation Commission 2011

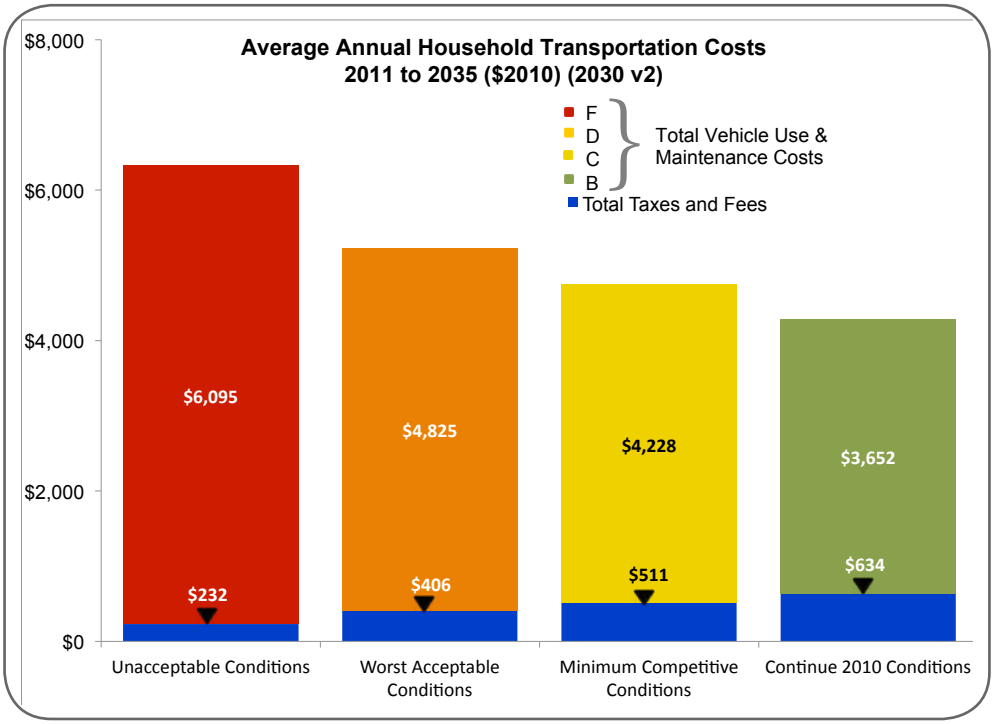
The Texas Transportation Committee charged the 2030 Committee with developing a forecast for alternative levels of service for the four elements of the Texas transportation system—pavements, bridges, urban mobility and rural connectivity—along with analyzing potential sources of transportation revenue and determining the economic effects of under-investing in the system.

The following summaries show the hidden cost of doing nothing—the cost consumers do not realize—and compare those costs to fees for transportation. The Report discusses the impact of those funds on the condition of the system and congestion.

The charts show 3- to 7-fold savings to the household when transportation funding is based on the size and use of the system.

The 2030 Committee 2009 and 2011 Reports can be found at the following link.
http://texas2030committee.tamu.edu/

Average Annual Household Transportation Costs 2030 Committee Report 2011



Going from left to right, annual user fee increases translate to savings to the household of 3 to 7 fold. Going from the current average annual fees of $232 to $406, and increase of $174, saves the household $1096.

Household costs include taxes and fees and vehicle use and maintenance costs. Vehicle use and maintenance costs includes the extra time, fuel and oil needed as a result of traffic congestion as well as detours around closed bridges and additional vehicle operating costs, such as new tires and other maintenance costs that result from rough roads and bridges.

WHERE WE ARE AND WHERE WE ARE GOING?

GRADE F: Unacceptable Conditions—With expected funding over the next 10 years, road and bridge conditions will get worse, congestion will increase, and people and freight will encounter travel problems in rural areas. The Committee deemed the trend associated with the current revenue estimates as "Unacceptable Conditions," receiving a failing grade of "F."

The future appears to consist of one trend—road quality deterioration and mobility decline that will result in unacceptable conditions for Texans.

- Funding (in 2010 dollars) will decrease as fuel-efficient vehicles contribute lower tax revenues per mile of travel.

- Road and bridge conditions, urban traffic congestion, and connections between rural communities will worsen.
- Texans will pay more for transportation beginning in the next few years. The taxes and fees paid will be low, but total transportation costs will go up.

The 2030 Committee developed three alternatives to the unacceptable conditions forecast that will result from the current policies. Each adheres to the principle of "get as much use out of the current system and the current funding levels as possible."

GRADE D: Worst Acceptable Conditions—This scenario represents the conditions that are the worst acceptable values for each of the four system elements, with a focus on preserving the enormous investment already made in the transportation system infrastructure:

– Pavement and bridge maintenance increases to slow the decline in conditions between 2011 and 2020. After 2020, the pavement conditions will hold steady at a level much worse than 2010 conditions. Under this scenario, 30 percent of pavements will have fair, poor or very poor conditions, and 5 percent will have very poor conditions in 2035. The surface area of deficient bridges will comprise slightly more than 3 percent of the bridge system in 2035, although approximately 7 percent of the smaller off-system bridges will have this rating (those not maintained by TxDOT).
– Urban congestion will grow at a rapid rate. Congestion will be better than the current Unacceptable Conditions Scenario but will more than double to an average of 85 hours of extra travel time per urban commuter by 2035.
– Major rural highway connectivity improvements will add enough roadway lanes to alleviate only the most heavily traveled sections of the Texas Trunk System. Additional high traffic volume rural roads would be addressed by 2035.

Additional funding would keep infrastructure conditions at a level that would not penalize Texans as much as the Unacceptable Conditions Scenario. Road quality deterioration would be slowed, and a significant number of deficient bridges could be addressed, resulting in this Worst Acceptable Conditions Scenario. Congestion would grow at a rate that has been seen only in economic boom times, but this would go on for 25 years and severely hamper the state's economic growth.

GRADE C: Minimum Competitive Conditions—Texas has successfully maintained its transportation infrastructure in a condition at least equal to or better than that of its peer states and metropolitan regions, but the Worst Acceptable Conditions Scenario does not provide this level. The Minimum Competitive Conditions Scenario improves each of the four transportation system components:

– The percent of very poor pavements would drop from 5 percent in the Worst Acceptable Conditions Scenario to 2 percent in 2035.
– The number of deficient bridges would be identical to the Grade D Scenario.
– Urban regions would have congestion levels better than at least half of the U.S. regions with similar populations, but the average urban area delay will be 57 hours in 2035.
– Additional high traffic volume rural roads would be addressed by 2035.

GRADE B: Continue 2010 Conditions—Under this scenario, the transportation system conditions experienced in 2010 would be maintained throughout the period from 2011 to 2035. The percentage of deficient pavements and bridges would hold at 2010 levels. The urban and rural road networks would have the same high traffic volume levels as in 2010.

Statewide Total Construction Costs for Scenarios (Billions of $2010)

Period	System Element	Scenarios			
		F Unacceptable Conditions	D Worst Acceptable Conditions	C Minimum Competitive Conditions	B Continue 2010 Conditions
2011 to 2015	Pavement	$5.80	$10.60	$10.80	$14.50
	Bridge	$2.30	$2.70	$2.70	$2.90
	Mobility	$18.10	$16.50	$32.40	$30.60
	Rural	$0.00	$0.80	$1.50	$1.60
	Total	**$26.20**	**$30.60**	**$47.40**	**$49.60**
2016 to 2019	Pavement	$5.10	$10.10	$10.30	$13.60
	Bridge	$1.80	$2.20	$2.20	$2.40
	Mobility	$13.70	$15.30	$17.30	$27.50
	Rural	$0.00	$0.70	$1.20	$1.30
	Total	**$20.60**	**$28.30**	**$31.00**	**$44.80**
2020 to 2035	Pavement	$9.90	$39.50	$40.30	$46.80
	Bridge	$7.30	$8.60	$8.60	$9.40
	Mobility	$36.00	$64.20	$85.50	$114.50
	Rural	$0.00	$2.70	$4.70	$5.10
	Total	**$53.20**	**$115.00**	**$139.10**	**$175.80**
2011 to 2035 Grand Total		**$100**	**$174**	**$217**	**$270**

As shown on the bottom line, total revenue available for pavement and bridge maintenance plus additional capacity is expected to be $100 billion from 2011 to 2035. The estimated funding gaps for the other three scenarios will range from $74 billion to $170 billion from 2011 to 2035.

4
Rider 42 Studies

4

Rider 42 Studies

Rider 42 in appropriations from the 82nd legislative session directed funding for the Texas Transportation Institute to propose the most cost-effective solutions with the highest impact for the 50 most congested corridors in Texas (metropolitan areas).

The following document gives a listing of projects from the February 2012 report to the Texas Transportation Commission that identifies the most cost effective strategies to address congestion in the 4 largest metropolitan areas in the state. The listings shows the annual delay cost per segment of the 50 most congested corridors and the amount of funding still needed as of April 2012.

The Mobility Investment Priorities Project, Early Recommendations Report can be found at the following link. http://www.txdot.gov/about_us/commission/2012_meetings/documents/minute_orders/feb23/3.pdf

Rider 42 Study
Mobility Investment Priorities Project
Early Recommendations Report by TTI
February 2012 Summary

As a part of the General Appropriations Act, 82nd Texas Legislature, 2011 (H.B. 1, TxDOT Rider 42), the Texas Transportation Institute (TTI) was directed to provide assistance to the metropolitan planning organizations, the TxDOT District offices and other project partners in their development of projects and programs to address mobility concerns and to report to the Texas Legislature and the Transportation Commission. TTI's Early Recommendations Report to the Texas Transportation Commission reviewed this cost of congestion in both time and money. The following tables, from the Early Recommendations Report, recommended projects and identified funds needed for the projects.

TTI is serving as facilitator and coordinator of studies to provide assurance that:

1. Projects addressed have the greatest impact considering factors including congestion, economic benefits, user costs, safety, and pavement quality.
2. The best traffic and demand management principles are being applied to the projects.
3. The funding scenarios take advantage of all feasible options so that public funds provide the greatest "bang for the buck."
4. Public participation in concept development ensures the most inclusive planning process possible.
5. Recommendations are made to the department of transportation at each major decision point for the projects.

The chart below shows delay hours per commuter doubling in less than 15 years for certain metropolitan areas of Texas.

Delay Hours per Commuter				
Year	Austin	Dallas Fort Worth	Houston	San Antonio
2010	33	50	53	30
2015	30	59	61	38
2020	28	70	67	47
2025	35	107	97	58

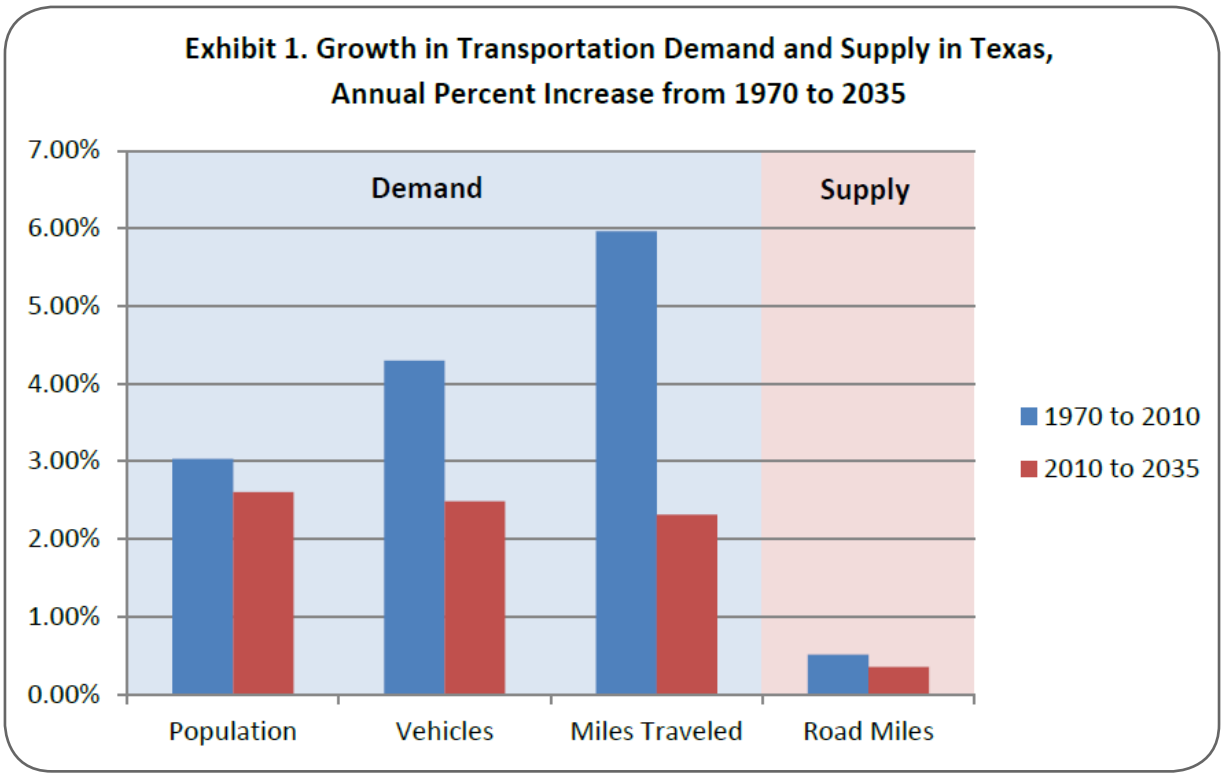
Congestion cost per household will double as well.

Congestion Cost per Household (2010 dollars)				
Year	Austin	Dallas Fort Worth	Houston	San Antonio
2010	$610	$1,100	$1,390	$470
2015	570	1,330	1,640	620
2020	530	1,570	1,780	750
2025	640	2,310	2,500	900

Cumulative congestion costs will increase as much as 300%.

Areawide Total Congestion Cost (millions of 2010 dollars)				
Year	Austin	Dallas Fort Worth	Houston	San Antonio
2010	$690	$4,370	$4,430	$550
2015	720	5,810	6,440	770
2020	750	7,530	8,350	1,000
2025	1,050	12,500	13,190	1,280

The report describes interim conclusions from the first few months of a two-year project and the early report identifies projects that are likely to meet the standards identified in the Rider.



The report references the 2030 Committee Report and states that Congestion in the four largest metropolitan areas will grow slowly over the next three years due to a combination of forces: the relatively slow economic recovery since 2009, the implementation of the last installment of projects funded by Proposition 12, and the comprehensive development agreement projects creating capacity expansions in important corridors. Austin, in particular, was estimated to benefit from state and toll road spending as well as local bond election funding. Beyond 2020, congestion is projected to grow much faster.

The cost of congestion per household in the 2030 Report shows costs increasing between 28 percent and 60 percent between 2010 and 2020 in the three areas with increasing congestion. The total cost of congestion increases by 72 to 88 percent from 2010 to 2020 in the three largest metropolitan areas, and by 9 percent in Austin.

TTI used TxDOT's list of 100 most congested corridors and analyzed the delay and annual cost of delay. The total cost for the top 50 projects alone per year is over $1.5 billion.

2010 Rank	Roadway	County	From	To	Annual Hrs of Delay per mile	Annual Hrs of Delay	Annual Cost of Delay (millions)
1	IH 45	HARRIS	SL 8 North	IH 610	484,630	4,507,059	$98.0
2	US 59	HARRIS	IH 610 West	SH 288	440,416	2,422,287	$52.7
3	IH 635	DALLAS	IH 35E	US 75	432,244	3,414,730	$74.3
4	IH 35	TRAVIS	SH 71	US 183	421,778	3,880,359	$84.4
5	Woodall Rodgers FWY	DALLAS	IH 35	US 75	397,861	636,577	$13.9
6	IH 45	HARRIS	IH 10	IH 610 South	366,486	2,858,589	$62.2
7	IH 45	HARRIS	IH 610 North	IH 10	342,303	1,061,140	$23.1
8	IH 35W	TARRANT	IH 30	SH 183	339,507	1,120,373	$24.4
9	US 75	DALLAS	IH 635	Woodall Rodgers FWY	337,201	3,304,567	$71.9
10	US 59	HARRIS	IH 10	SH 288	314,106	973,729	$21.2
11	US 290	HARRIS	FM 529	IH 610	313,584	2,853,617	$62.1
12	IH 35E	DALLAS	IH 30	SH 183	313,318	1,723,248	$37.5
13	IH 610	HARRIS	IH 10	IH 45 North	303,228	1,880,016	$40.9
14	IH 820	TARRANT	I35W	SH 183	288,238	2,219,431	$48.3
15	US 75	DALLAS	PGBT	IH 635	257,055	1,773,680	$38.6
16	IH 30	DALLAS	IH 35E	SH 12 East	254,440	2,035,516	$44.3
17	IH 35E	DALLAS	US 67	IH 30	251,532	1,157,045	$25.2
18	IH 610	HARRIS	UA 90	IH 10	245,117	2,157,029	$46.9
19	IH 35E	DALLAS	SL 12	IH 635	242,208	581,299	$12.6
20	US 59	HARRIS	SL 8	IH 610 West	235,349	1,835,724	$39.9
21	IH 35W	TARRANT	SH 183	US 81	234,810	1,502,785	$32.7
22	IH 10	HARRIS	SL 8	IH 610 West	205,249	1,354,641	$29.5
23	SL 1604	BEXAR	SH 16	FM 471	197,021	945,701	$20.6
24	N Lamar	TRAVIS	W 45th Street	W 6th Street	195,573	664,947	$14.5
25	US 290	HARRIS	FM 1960	FM 529	187,048	785,601	$17.1
26	IH 45	HARRIS	SL 8	IH 610 South	174,824	1,433,556	$31.2
27	SH 288	HARRIS	IH 45	IH 610	172,958	830,196	$18.1
28	Westheimer (FM 1093)	HARRIS	SH 6	Post Oak Blvd	168,249	1,884,390	$41.0
29	IH 30	DALLAS	Hampton	IH 35E	167,825	520,256	$11.3
30	IH 345	DALLAS	Woodall Rodgers FWY	IH 30	162,567	227,594	$5.0
31	IH 10	HARRIS	IH 45	US 59	161,898	242,848	$5.3
32	IH 635	DALLAS	SH 78	IH 30	159,692	638,769	$13.9
33	IH 45	HARRIS	FM 528 / NASA 1	SL 8	157,824	1,073,200	$23.3
34	FM 1960	HARRIS	US 290	IH 45	157,776	2,161,525	$47.0
35	IH 10	HARRIS	IH 610 West	IH 45	157,762	899,242	$19.6
36	SL 12	DALLAS	SH 356	IH 35E	154,540	726,340	$15.8
37	SH 360	TARRANT	SH 183	IH 20	150,086	1,680,962	$36.6
38	US 281	BEXAR	SH 1604	Comal County Line	149,368	1,180,003	$25.7
39	SL 1	TRAVIS	US 183	US 290	146,130	1,753,560	$38.1
40	IH 635	DALLAS	US 75	SH 78	145,212	1,001,962	$21.8
41	IH 35E	DALLAS	IH 635	BS 121H	142,654	1,512,130	$32.9
42	SL 360	TRAVIS	SL 1	US 290	137,546	178,810	$3.9
43	US 290	TRAVIS	SL 1	RM 1826	136,493	518,673	$11.3
44	South Lamar/ 1st St	TRAVIS	0.17 mile west of US 290	IH 35	135,550	704,859	$15.3
45	Bellaire	HARRIS	Puerta Vista Lane	US 59	133,919	857,082	$18.6
46	Bissonnet	HARRIS	US 59	Dairy Ashford	128,943	554,457	$12.1
47	SL 12	DALLAS	SH 356	IH 30	117,636	352,908	$7.7
48	IH 35	BEXAR	Loop 353/ Nogalitos	US 281	116,342	488,637	$10.6
49	IH 35	BEXAR	FM 1518	SL 1604	116,202	255,644	$5.6
50	Culebra Rd (FM 3487)	BEXAR	SH 471	IH 410	115,093	379,808	$8.3

TTI analyzed specific projects to determine the most cost effective strategies for reducing congestion in metropolitan areas. These charts also show the funding needs. (This report was produced prior to the $2 billion allocation by TxDOT.) The shortfall for just the metro areas and for the few projects analyzed was over $30 billion.

Summary of Possible Large Projects for Austin Congested Corridors					
Rank	Corridor	Large Projects	Rider 42 Funding Estimate	Estimated Implementation Funds Needed*	Implementation Timeframe
39	Loop 1 South Managed Lanes	Engineering (preliminary, final and procurement for tolled managed lanes	$16.5M	$290M	2017
4	IH 35 Study Extension	Expand study limits and scope to address potential managed lane operations and to assess TDM strategies for IH 35 commuters	$1.2M	$7M to $200M	2013 to 2019
			All Congested Corridors		
	Integrated Traffic Management	Engineering study to develop an integrated system & operation project that management includes comprehensive incident management	$800K	$3M	2013 and 2018
		TOTAL	**$18.5M**	**$110M to $303M**	

Remaining Austin Rider 42 allocation: $12.78M
*Source of implementation funds unknown.

Summary of Possible Large Projects for Dallas/Fort Worth Congested Corridors					
Rank	Corridor	Large Projects	Rider 42 Funding Estimate	Estimated Implementation Funds Needed*	Implementation Timeframe
12, 17, 29	IH 30 & IH 35E	Horseshoe Project	$100.75M	$818M (Prop 12, Prop 14 & MTP)	2011 to 2016
12, 16, 17, 29	Trinity Parkway	Trinity Parkway construction	$18M	$1.9B	2013 to 2030
12, 16, 17, 29	IH 30, IH 35E	Project Pegasus	$0.00	$1.7B	2015 to 2025
9, 15	US 75 North	HOV lane improvements and bottleneck removal	$0.00	TBD	TBD
16	IH 30 East	Lane expansion and managed lanes	$0.00	$750M	2015-
17	IH 35E South	Southern Gateway expansion of 2 additional mainlanes and managed lanes	$0.00	$1.3B (MTP)	2015 to 2035
		TOTAL	**$118.75M**	**$6.47B**	

Remaining Dallas/Fort Worth Rider 42 allocation: $0.0
*Source of implementation funds noted if known.

Summary of Possible Large Projects for Houston Congested Corridors					
Rank	**Corridor**	**Large Projects**	**Rider 42 Funding Estimate**	**Estimated Implementation Funds Needed***	**Implementation Timeframe**
11, 25	US 290	Construction and Design of US 290 at the BW8 Interchange	$78M for ROW at BW8 Interchange	$140M (Prop 12)	2012 to 2013 (Environmental clearance has been obtained)
		Reconstruct US 290 and add mainlanes and managed lanes	—	Total Cost: $2.7B (Available funding from Prop 12, Prop 14 & MPO: $1.24B) Needed Funding: $1.46B	2014 to 2019
1, 7	IH 45 North	Reconstruct mainlanes and add managed lanes	—	$2.0B	In environmental impact study phase
		Feasibility study for mobility improvements along parallel surface routes	$2.0M	TBD**	2014 to 2015
1, 7	Hardy Toll Road	Extend into downtown	—	$400M (HCTRA)	In design phase
2, 10	US 59	Reconstruct to 6 mainlanes and 4 managed lanes from SH 288 to Spur 527	—	$233M (HGAC RTP/TIP)	TBD (as a result of IH 45 North EIS and Downtown Redesign study)
		Widen to 8 and 10 lanes with managed lanes from IH 45 to SH 288	—	$622M (HGAC RTP/TIP)	
		Widen to 12 lanes from IH 45 South to IH 10 East	—	$190M (HGAC RTP/TIP)	—
		Direct connectors from IH 610 West (both NB and SB) to US 59 SB	—	$81.5M (TxDOT Houston District)	—
2, 6, 7, 10, 27, 31, 35	Downtown Corridors Inside Loop 610	Downtown redesign study that will identify strategies to reduce congestion on sections of IH 45, US 59, SH 288, and IH 10.	$5.0M	—	TBD**
All Congested Corridors					
Operational Improvements		Engineering study to identify incident management strategies operational treatments and	$0.85M	TBD**	2014 to 2015
Travel Options		Engineering study to examine regional travel options along the corridors.	$0.5M	TBD**	2013 to 2014
			TOTAL	**$86.35M**	**~6.367B**

Remaining Houston Rider 42 allocation: $29.874M
*Source of implementation funds noted if known.
**To be determined by additional study or design.

Summary of Possible Large Projects for San Antonio Congested Corridors					
Rank	**Corridor**	**Large Projects**	**Rider 42 Funding Estimate**	**Estimated Implementation Funds Needed***	**Implementation Timeframe**
23	SL 1604	Widen expressway to 6 or 8 tolled lanes from US 90 to IH 35 East	$0.00	$770M to $1.47B (Alamo RMA)	2013 to 2017
38	US 281/SL 1604	Northern direct connectors	$6M	$59M (MPO MTP)	2014 to 2018
38	US 281	Widen existing freeway	$0.00	$403M to $703M (Alamo RMA)	2014 to 2018
48	IH 35 Central	Widen to 10 lanes from US 281/IH 37 to IH 410 South	$0.00	$335.5M (MPO MTP)	TBD*
48	IH 35 Central	PEL study	$1.0M	TBD**	TBD*
49	IH 35 Northeast	EIS or EA Study***	$13M	TBD**	TBD*
49	IH 35 Northeast	Widen to 12 or 14 lanes	$0.00	$1.7B (MPO MTP)	TBD*
49	IH 35 Northeast	IH 35/SL 1604 and IH 35/IH 410 interchange improvements	$0.00	$600M to $900M+ROW	TBD*
48, 49	SL 1604	Widen freeway from IH 35 to IH 10	$0.00	$300M to $400M+ROW	TBD*
48, 49	South IH 35 Bypass	PEL study for IH 410 Southeast, IH 10 East, and SL 1604 Northeast	$2.5M	TBD**	TBD*
48, 49	IH 410 Southwest	PEL study for IH 35 bypass	$0.5M	TBD**	TBD*
48, 49	IH 35 Alternate Routes	Link to SH 130 in Seguin: IH 10 from SH 130 to IH 35, IH 410 from IH 10 to IH 35, and SL 1604 South from IH 10 to US 90	$0.00	$3.2B to $4.65B+ROW	TBD*
All Congested Corridors					
Transportation Management		Planning and feasibility study to implement traffic management and incident clearance	$1.0M	n/a	n/a
Parking Management		Planning and feasibility study to facilitate parking management	$0.3M	n/a	n/a
Travel Options		Engineering study to examine regional travel options along the corridors	$0.3M	n/a	n/a
			TOTAL **$24.6M**		**$7.4B to $10.2B+ROW**

Remaining San Antonio Rider 42 allocation: $9.14M
*Source of implementation funds noted if known.
**Project funding and scope to be determined from current or future PEL, EIS or EA study.
***Alamo RMA's expected time frame for the IH 35 Northeast EA or EIS is 2013-2017.

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Texas Rural Transportation Plan

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Texas Rural Transportation Plan

The Texas Rural Transportation Plan (TRTP) is the rural component of the Statewide Long Range Transportation Plan (SLRTP). As part of the SLRTP, the TRTP is a blueprint for the planning process in the rural areas that will guide the collaborative efforts between the Texas Department of Transportation (TxDOT), local and regional decision-makers, and all transportation stakeholders to reach a consensus on needed transportation projects and services through 2035. It is a standalone document, fully consistent with the SLRTP.

TxDOT has identified the draft listing of projects on the following pages.

Texas Rural Transportation Plan - Preliminary Project Rankings by District

RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
271	564.7	171	Abilene	Howard	US 87	CONSTRUCT NEW RELIEF ROUTE	IH 20, 4 miles West of Big Spring	FM 700, 3 miles North	7.5
1000	560.9	185	Abilene	Howard	IH 20	CONSTRUCT NEW INTERCHANGE	AT US 87 Relief Route on SFR	AT US 87 Relief Route on NFR	1
275	526.5	234	Abilene	Nolan	US 84	RECONSTRUCTION, REALIGNMENT, WIDENING, STRUCTURES, SAFETY IMPROVEMENTS AND SURFACING	5 MILES EAST OF MITCHELL C/L	APPROX 1 MI N/W OF ROSCOE	2.7
276	461.5	346	Abilene	Taylor	US 83	WIDEN FROM 2 LANE TO 4 LANE DIVIDED NHS, TRUNK	US 84	SOUTH OF TUSCOLA	3.2
277	428.9	411	Abilene	Taylor	US 84	RECONSTRUCT EXISTING 4-LANE UNDIVIDED TO 4-LANE DIVIDED HIGHWAY	US 83	COLEMAN COUNTY LINE	11.3
1005	384.3	485	Abilene	Jones	US 83	CONSTRUCT SUPER 2	US 277 North of Anson	SH 92 in Hamlin	17.6
1004	307.9	566	Abilene	Jones	US 83	CONSTRUCT SUPER 2	SH 92 in Hamlin	Fisher County Line	3.8
1002	298.5	573	Abilene	Stonewall	US 83	CONSTRUCT SUPER 2	Fisher County Line	US 380	13.1
46	287.2	584	Abilene	Jones	US 83	NEW 4 LANE DIVIDED AROUND ANSON (RELIEF ROUTE)	at US 83/277, 2.0 MI N OF ANSON	at FM 2746 & US 277, 2.0 MI S OF ANSON (BYP	5.9
1006	285.4	587	Abilene	Stonewall	US 83	CONSTRUCT SUPER 2	US 380	North of Aspermont	3.3
267	263.8	600	Abilene	Callahan	SH 36	CONSTRUCT FULL CLOVERLEAF WITH LEFT TURN REFUGE	AT US 283, 10.616 MI N OF COLEMAN CL	OVERPASS OVER US 283	0.5
1003	255.3	611	Abilene	Fisher	US 83	CONSTRUCT SUPER 2	Jones County Line	Stonewall County Line	1.6
1001	216	627	Abilene	Stonewall	US 83	CONSTRUCT SUPER 2	US 380	King County Line	15.6
268	194	631	Abilene	Callahan	US 283	REHAB AND WIDENING	SH 36	COLEMAN COUNTY LINE	10.6
287	498.9	286	Amarillo	Moore	US 87	RECONSTRUCT AND ADD 2 LANES	BNSF RR OVERPASS	HARTLEY C/L	10.2
20	434.4	400	Amarillo	Dallam	US 54	RECONSTRUCT AND ADD 2 LANES	HARTLEY COUNTY LINE	1 MILE SW OF CHAMBERLIN	10.2
23	398.3	456	Amarillo	Hartley	US 87	RECONSTRUCT AND ADD 2 LANES	US 87/US 385 INTERCHANGE	MOORE COUNTY LINE	13.2
28	391	470	Amarillo	Sherman	US 54	RECONSTRUCT AND ADD 2 LANES	END OF C&G AT N C/L OF STRATFORD	OKLAHOMA STATE LINE	18.6
290	378.8	493	Amarillo	Sherman	US 54	RECONSTRUCT AND ADD 2 LANES	DALLAM COUNTY LINE	SOUTH CITY LIMITS OF STRATFORD	7.3
281	375	500	Amarillo	Dallam	US 54	RECONSTRUCT AND ADD 2 LANES	1 MILE SW OF CHAMBERLIN	SHERMAN COUNTY LINE	16.2
27	373.8	501	Amarillo	Sherman	US 287	RECONSTRUCT AND ADD 2 LANES	DALLAM COUNTY LINE	JCT. US 54 IN STRATFORD	8.1
1060	363.9	506	Amarillo	Dallam	US 287	RECONSTRUCT AND ADD 2 LANES	Oklahoma State Line	Dallam County Line	6.9
285	345.2	525	Amarillo	Hartley	US 54	RECONSTRUCT AND ADD 2 LANES	MIDDLEWATER	DALLAM COUNTY LINE	17.8
24	325.8	543	Amarillo	Hartley	US 54	RECONSTRUCT AND ADD 2 LANES	NEW MEXICO STATE LINE	MIDDLEWATER	19.8
22	310.5	562	Amarillo	Gray	NR	NEW LOCATION	SH 70, WEST	FM 282	2
21	302.8	569	Amarillo	Gray	FM 282	CONSTRUCT RURAL INTERCHANGE AT FM 282 AND US 60 JUNCTION	FM 750 JUNCTION	0.4 MILES N. OF US 60 INTERSECTION	0.1
1020	706	12	Atlanta	Harrison	IH 20	WIDEN EXISTING 4 LANE INTERSTATE FACILITY TO 6 LANE	LOUISIANA STATE LINE	GREGG COUNTY LINE (TYLER DISTRICT)	39.2
1016	668.3	31	Atlanta	Upshur	US 271	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	SH 155	0.4 MI NORTH OF GREGG COUNTY LINE	11.2
1011	655	46	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	0.2 MI. W. OF FM 2789	IH 30	4.1

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
3008	652.8	53	Atlanta	Bowie	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	US 82	City of Hooks	12.3
211	642	62	Atlanta	Panola	SH 149	UPGRADE EXISTING 2 LANE HIGHWAY TO 4 LANE DIVIDED ON EXISTING RIGHT OF WAY	0.8 MI S. OF SH 315	US 59	1.7
3007	630.2	78	Atlanta	Bowie	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	BOWIE COUNTY LINE	US 82	25.2
3005	629.7	80	Atlanta	Titus	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	Titus County Line	Morris County Line	20.4
1010	628.9	81	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	1.2 MI E OF FM 992	0.2 MI W OF FM 2789	4.3
1014	626.1	89	Atlanta	Harrison	US 80	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	0.3 MI E OF FM 450 IN HALLSVILLE	FM 968 W OF MARSHALL	7.7
1019	618.3	101	Atlanta	Bowie	IH 30	WIDEN EXISTING 4 LANE INTERSTATE FACILITY TO 6 LANE	HOOKS	Texarkana MPO Study Area Boundary (FM 2253)	7.8
292	605	120	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED URBAN SECTION	FM 992	1.2 MI E OF FM 992	1.2
298	599.7	127	Atlanta	Harrison	VA	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	2 MI E OF GREGG C/L(@ ET HRGLS), E	NEW TTC 69	19
3006	584.3	142	Atlanta	Morris	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	Morris County Line	BOWIE COUNTY LINE	7
210	565.4	168	Atlanta	Panola	SH 149	CONSTRUCT INTERCHANGE AT SH 315	0.3 MI N. OF SH 315	0.8 MI S. OF SH 315	1.3
218	561.9	183	Atlanta	Titus	US 271	WIDEN 2 LANE TO 4 LANE DIVIDED WITH FLUSH MEDIAN	1.5 MI. N. OF BU 271-E	0.7 MI N OF FM 1734	3.6
1015	550	203	Atlanta	Panola	SH 149	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	RUSK COUNTY LINE	US 79 NW OF CARTHAGE	13.8
1017	530.1	225	Atlanta	Upshur	SH 154	RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4-LANE URBAN SECTION (ONE-WAY PAIR THROUGH DOWNTOWN AREA)	US 271	0.4 MI W OF FM 852	2.5
1018	525.6	235	Atlanta	Upshur	SH 155	RECONSTRUCT EXISTING 2-LANE ROADWAY TO SUPER 2 SECTION	FM 1002 N OF BIG SANDY	US 271 IN GILMER	10.8
204	524.3	239	Atlanta	Bowie	US 82	RECONSTRUCT TO 4 LANE DIVIDED URBAN SECTION	0.3 MI W OF US 259	FM 992	1.6
216	511.1	267	Atlanta	Titus	US 271	RECONSTRUCT 2 LANE TO 4 LANE DIVIDED HIGHWAY	0.1 MI. N. OF FM 1896	1.5 MI N OF BUS. US 271	6.2
217	506.8	273	Atlanta	Titus	US 271	RECONSTRUCT 2 LANE TO 4 LANE DIVIDED HIGHWAY	0.5 MI. S. OF FRANKLIN COUNTY LINE	0.1 MI. N. OF FM 1896	5.4
3075	456.6	353	Atlanta	Bowie	US 82	WIDEN TO 4-LANE DIVIDED HIGHWAY	Red River County Line	0.3 MI W OF US 259	6.8
3074	455.5	356	Atlanta	Bowie	US 82	Add Passing Lanes	Red River County Line	0.3 MI W OF US 259	6.8
1012	432.6	404	Atlanta	Harrison	SL 390	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	US 80 W OF MARSHALL	US 59 N OF MARSHALL	4.1
305	428.5	412	Atlanta	Titus	FM 2152	EXTEND EXISTING FM 2152 FROM 8.9 MILES NORTH OF IH 30 TO FM 71	END EXIST. FM 2152, 8.9 MI. N. OF IH 30	FM 71	5.6
220	415.2	427	Atlanta	Upshur	SH 155	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	BIG CYPRESS CK (LAKE O'THE PINES)	US 259	1.6

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
297	414.8	428	Atlanta	Harrison	VA	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	GREGG C/L 1 MI S OF FM 449, E & S	IH 20 TWO MILES EAST OF LP 281	12
299	404.7	441	Atlanta	Harrison	SL 390	CONSTRUCT 4-LANE DIVIDED HIGHWAY ON NEW LOCATION	FROM US 80 EAST OF MARSHALL	IH 20	3
209	398.4	455	Atlanta	Marion	SH 155	RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION	FM 729	BIG CYPRESS CK (LAKE O'THE PINES)	2.4
1013	384.1	486	Atlanta	Harrison	SL 390	WIDEN 2 LANE HIGHWAY TO 4-LANE DIVIDED HIGHWAY	US 59 N OF MARSHALL	US 80 E OF MARSHALL	5.1
207	357.5	515	Atlanta	Cass	SH 77	RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4-LANE URBAN SECTION	0.2 MILE WEST OF FM 251	0.3 MILE EAST OF FM 1841	0.8
308	311.4	559	Atlanta	Upshur	VA	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	UPSHUR C/L 1 MI EAST OF US 271	GREGG C/L ONE MILE NORTH OF FM 1844	6
205	311.2	560	Atlanta	Camp	FM 3535	CONSTRUCT FARM ROAD ON NEW LOCATION	US 271	FM 1520	2.1
312	654.8	47	Austin	Burnet	US 281	CONSTRUCT EASTERN RELIEF ROUTE	RM 1431	SH 71	5.1
1033	635.3	70	Austin	Burnet	US 281	CONSTRUCT EASTERN RELIEVER ROUTE FOR CITY OF BURNET	SH 29 EAST OF BURNET CITY LIMITS	SOUTH OF US 281 OF BURNET	10
310	583.3	146	Austin	Burnet	US 281	CONSTRUCT EASTERN RELIEF ROUTE	RM 1855	RM 1431	5
311	564.8	170	Austin	Burnet	US 281	WIDEN TO ADD CLTL AND SHOULDERS	PR 4	RM 1855	3.5
1050	559.7	186	Austin	Burnet	US 281	WIDEN 4-12' TRAVEL LANE WITH 16' CENTER LEFT TURN LANE	RM 2147	BLANCO COUNTY LINE	10
309	542.3	213	Austin	Blanco	US 281	RECONSTRUCT TO 4-LANE DIVIDED	US 290	COMAL COUNTY LINE	11.8
318	524.3	240	Austin	Lee	US 290	WIDEN TO 4 LANE DIVIDED	BASTROP C/L	NAVARRO STREET	7.4
315	523.9	241	Austin	Burnet	RM 1431	REPLACE BRIDGE, WIDEN ROADWAY TO 4 LANE DIVIDED	AT COLORADO RIVER	.	1
1041	488.7	301	Austin	Burnet	SH 29	WIDEN 4-12' TRAVEL LANE WITH 16' CENTER LEFT TURN LANE AND	BURNET EAST CITY LIMITS	BERTRAM WEST CITY LIMITS	5
1043	488.6	302	Austin	Lee	US 77	CONSTRUCT DIVIDED ROADWAY	SH 21	FAYETTE COUNTY LINE	16.1
1040	454.1	359	Austin	Burnet	RM 1431	WIDEN 4-12' TRAVEL LANE WITH 16' CENTER LEFT TURN LANE AND	MARBLE FALLS W CITY LIMITS	LLANO C/L	9.7
1042	450.4	368	Austin	Burnet	SH 29	WIDEN 4-12' TRAVEL LANES WITH 16' CENTER LEFT TURN LANE AND	BERTRAM EAST CITY LIMIT	WILLIAMSON COUNTY LINE	2.9
1044	447.3	372	Austin	Burnet	SH 29	WIDEN 4-12' TRAVEL LANE WITH 16' CENTER LEFT TURN LANE AND	BURNET WEST CITY LIMITS	LLANO COUNTY LINE	9.8
1037	444.4	379	Austin	Gillespie	SH 16	WIDEN 2-12 FOOT LANES AND ADD 16 FOOT CENTER TURN LANE WITH	FREDERICKSBURG SOUTH CITY LIMIT	KERR COUNTY LINE	14
314	433.3	401	Austin	Burnet	SH 71	WIDEN TO ADD CLTL AND 10' SHLDRS	US 281	BLANCO COUNTY LINE	13
1046	432.8	403	Austin	Burnet	CR	CONSTRUCT WIRTZ DAM ROAD	RM 1431 3.33 MI W OF US 281	RM 2147 4.16 MI W OF_US 281	3.9
1045	384.6	484	Austin	Lee	SH 21	CONSTRUCT DIVIDED HIGHWAY	BASTROP COUNTY LINE	BURLESON COUNTY LINE	20.9
1035	379.6	491	Austin	Llano	SH 29	ADD CENTER LEFT TURN LANE & SHOULDERS	RM 2342	BURNET COUNTY LINE	17

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1038	359.7	512	Austin	Burnet	US 183	RECONSTRUCT TO 4 LANE DIVIDED	LAMPASAS C/L	RM 963	11
1032	358.2	514	Austin	Blanco	US 281	CNST WEST JOHNSON CITY RELIEF ROUTE	N OF RM 1323	US 290	16
1039	340.3	529	Austin	Burnet	US 183	RECONSTRUCT TO 4 LANE DIVIDED	RM 963	WILLIAMSON C/L	10.3
1031	331.3	538	Austin	Lee	US 290	RELIEF ROUTE AROUND GIDDINGS	US 290 WEST	US 290 EAST	6
127	314.3	553	Austin	Llano	SH 71	UPGRADE TO SUPER 2	0.1 MILES EAST OF CR 307	0.1 MILES WEST OF CR 308	2.6
319	309.6	563	Austin	Llano	SH 71	UPGRADE TO SUPER 2 & ADD LTL'S	0.216 MILES EAST OF CR 308	1.909 MILES EAST OF CR 309	4.7
125	308.8	564	Austin	Gillespie	FM 3477	CONSTRUCT NEW LOOP AROUND FREDERICKSBURG (BARON'S CREEK)	US 290 SE OF FREDERICKSBURG	US 87 NW OF FREDERICKSBURG	10
320	300.1	570	Austin	Llano	SH 71	UPGRADE TO SUPER 2 & ADD LTL'S	0.241 MILES WEST OF CR 303	0.194 MILES WEST OF CR 307	7.4
1047	279.9	593	Austin	Blanco	RM 32	ADD 10 FT SHOULDERS	US 281	COMAL COUNTY LINE	7
1036	269.3	598	Austin	Gillespie	RM 965	WIDEN TO 2-12 FOOT LANES & 10 FOOT SHOULDERS	FREDERICKSBURG NORTH CITY LIMIT	LLANO COUNTY LINE	15
1049	265.3	599	Austin	Blanco	US 290	CONST INTERCHANGE	AT US 281 SOUTH	.	0.5
1048	252.7	614	Austin	Blanco	RM 165	ADD 10 FT SHOULDERS	BLANCO CITY LIMITS	RM 2325	7
1030	226.9	622	Austin	Llano	SH 71	CONSTRUCT TRUCK ROUTE	SH 71 S	SH 71 N	8.9
2001	220.3	625	Austin	Mason	SH 71	Upgrade to Super 2	San Saba CL	Llano CL	1.9
2000	220.3	626	Austin	Mason	SH 71	Upgrade to Super 2	McColloch CL	San Saba CL	4.6
1034	189.7	633	Austin	Llano	RM 965	WIDEN 2-12 FOOT LANES AND 10 FOOT SHOULDERS	SH 16	GILLESPIE COUNTY LINE	8.5
321	643.2	60	Beaumont	Jasper	US 96	WIDEN AND RECONSTRUCT TO FOUR LANE DIVIDED HIGHWAY	FM 1007, SOUTH	0.8 MI N OF RE 255	3.2
322	595.2	132	Beaumont	Jasper	US 96	WIDEN AND RECONSTRUCT TO FOUR LANE DIVIDED HIGHWAY	SABINE CO/L, SOUTH	FM 1007	2.2
329	574.1	157	Beaumont	Tyler	US 69	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY	FM 1013	1 MI SOUTH OF BLACK CREEK	5.5
224	573	158	Beaumont	Tyler	US 69	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY	1.5 MI NORTH OF US 190	FM 1013	9
225	567.9	165	Beaumont	Tyler	US 69	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY	0.1 MI SOUTH OF BLACK CREEK	HARDIN COUNTY LINE	5.1
323	566.4	167	Beaumont	Jasper	US 96	WIDEN AND RECONSTRUCT TO FOUR LANE DIVIDED HIGHWAY	0.8 MI N OF R 255, SOUTH	0.3 MI N OF R 255	0.5
325	545.6	210	Beaumont	Jasper	US 190	WIDEN HIGHWAY TO SUPER2 STANDARD	1.6 MI E OF SH 63, EAST	NEWTON COUNTY LINE	5.2
324	544	212	Beaumont	Jasper	US 190	WIDEN HIGHWAY TO SUPER2 STANDARD	TYLER COUNTY LINE	From Tyler Co/L to SH 63	11.5
223	518.5	254	Beaumont	Tyler	US 69	CONSTRUCT NEW LOCATION 4 LANE DIVIDED FACILITY	0.9 MI SOUTH OF RR 255	1.5 MI NORTH OF US 190	8.8
331	505.4	275	Beaumont	Tyler	US 190	WIDEN HIGHWAY TO SUPER2 STANDARD	WOODVILLE	JASPER COUNTY LINE	14.2
330	482.7	310	Beaumont	Tyler	US 190	WIDEN HIGHWAY TO SUPER2 STANDARD	POLK CO/L, EAST	From Polk Co/L, East to 3 Mi W of US 69	8.3
326	439.6	391	Beaumont	Newton	SH 87	WIDEN HIGHWAY TO SUPER2 STANDARD	N OF SH 12, SOUTH	ORANGE COUNTY LINE	3
327	413.1	430	Beaumont	Tyler	US 69	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED	JASPER COUNTY LINE	1.35 MI SOUTH OF RR 255	7.6

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
221	402	448	Beaumont	Jasper	US 69	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED	ANGELINA COUNTY LINE	TYLER COUNTY LINE	1.4
222	286.3	585	Beaumont	Tyler	FM 92	CONSTRUCT NEW LOCATION 2 LANE FACILITY	2.6 MI N OF US 190	RR 255	8.5
1074	513.1	262	Brownwood	Eastland	IH 20	Improve alignment	At Ranger Hill		2.5
1076	503.8	281	Brownwood	Brown	US 84	Replace railroad underpass with overpass and approaches	At South Orient Railroad		0.1
246	494.1	291	Brownwood	Brown	US 183	Build 4 lane divided facility	0.55 MI. SOUTH OF FM 218	MILLS C/L	1.3
1077	485.6	306	Brownwood	Comanche	US 67	Build 4 lane divided facility	1.625 mi. W of the Erath C/L	Near CR 319	7.2
1075	483.4	309	Brownwood	Lampasas	FM 2657	Widen roadway	0.1 MI. S OF CR 4744	Burnet C/L	1.9
248	463.9	342	Brownwood	Lampasas	US 183	Build 4 lane divided facility	8.53 MI. NORTHWEST OF LAMPASAS	1.92 MI. NORTHWEST OF LAMPASAS	6.6
333	451.4	364	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION (N PART OF LP	SH 279 E	US 183	3.2
334	451.4	364	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION (NE & SE LEG)	US 183 E & S	US 84/183 AND FM 2126	3.5
1070	451.4	364	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION	US 67/377 S	US 84/183 AND FM 2126	1.6
249	443	382	Brownwood	Lampasas	US 183	Build 4 lane divided facility	0.46 MI. S OF LOMETA	8.53 MI. NORTHWEST OF LAMPASAS	6.9
253	408.6	435	Brownwood	Mills	US 183	Build 4 lane divided facility	FM 573	0.53 MI. NORTH OF SH 16	9.1
251	399.5	451	Brownwood	Mills	US 183	Build 4 lane divided facility	BROWN C/L	FM 573	9.5
332	385.4	483	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION (NW LEG OF LP	US 67/84 NE	SH 279	2.3
1079	358.4	513	Brownwood	Lampasas	US 281	Build 4 lane divided facility	FM 581	3.9 mi. N of US 183	8.6
1073	343.7	527	Brownwood	Lampasas	LP	Construct 4 lane divided rural on new location	US 183, W	US 281	1
1078	340	530	Brownwood	Lampasas	US 281	Build 4 lane divided facility	0.95 mi. S of Coryell C/L	FM 581	6.6
1071	324.6	545	Brownwood	Lampasas	LP	Construct 4 lane divided rural on new location	US 281 N of Lampasas, SE	US 190	2
1072	257.2	604	Brownwood	Lampasas	LP	Construct 4 lane divided rural on new location	US 190, S	US 183	1.3
198	764.3	2	Bryan	Washington	SH 36	CONVERT NON-FREEWAY TO FREEWAY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	SH 36 NORTH	US 290 WEST	2.8
197	723.9	5	Bryan	Walker	IH 45	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE BASE, HMA, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS	THE MONTGOMERY COUNTY LINE	FM 1375	1.9
1096	700.9	13	Bryan	Walker	US 190	WIDEN TO FOUR LANE DIVIDED HIGHWAY	SH 19	SAN JACINTO COUNTY LINE	11.9
1095	692.1	17	Bryan	Robertson	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY	SH 6 I/C NORTH OF HEARNE	3.3 KM W OF FM 46	13.7
1099	683.4	19	Bryan	Walker	SH 30	WIDEN TO 4 LANE DIVIDED HIGHWAY	GRIMES COUNTY LINE	FM 1791	13.9
347	661.8	38	Bryan	Milam	US 190	CONSTRUCT 4 LANE DIVIDED RURAL	US 77 IN CAMERON	1.7 MI W OF FM 486	8
187	661.7	39	Bryan	Leon	US 79	CONSTRUCT A FOUR LANE DIVIDED HIGHWAY WITH FLUSH MEDIAN	FM 1512	IH 45 IN BUFFALO	11.5

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
188	657.1	44	Bryan	Leon	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	FREESTONE COUNTY LINE	1.3 MILES EAST OF SH 75	15.2
194	644.9	58	Bryan	Milam	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	1.1 MILES WEST OF SH 36 NORTH	US 79 RELIEF ROUTE (PLANNED)	2.9
1093	644.6	59	Bryan	Milam	US 190	CONSTRUCT 4 LANE DIVIDED RURAL WITH NEW RAILROAD OVERPASS	THE BELL CO LINE	2.03 MI E OF THE BELL C/L	2
343	628.4	83	Bryan	Leon	US 79	WIDEN A NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	FM 3	1.5 MILES SOUTH OF FM 1512	9.9
1091	627.9	85	Bryan	Milam	SH 36	WIDEN TO 4 LANE DIVIDED HIGHWAY WITH A RAILROAD GRADE SEPARATION	US 79 IN MILANO	BURLESON COUNTY LINE	6.1
349	626.9	87	Bryan	Robertson	US 79	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION	US 79 WEST OF HEARNE	US 79 & SH 6 I/C N OF HEARNE	4
1092	624.8	90	Bryan	Burleson	SH 36	CONSTRUCT A 4-LANE DIVIDED HIGHWAY & 2 RAILROAD SEPARATIONS	FM 60 IN LYONS	SH 21 IN CALDWELL	13.6
193	617.3	105	Bryan	Milam	US 79	BUILD 4 LANE ROADWAY FOR LOOP AROUND ROCKDALE PURCHASE RIGHT OF WAY FOR RURAL FREEWAY	US 79 W OF ROCKDALE	US 79 E OF ROCKDALE	8.3
348	616.8	106	Bryan	Robertson	SH 6	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION	SH 6 S OF HEARNE	US 79 W OF HEARNE	2.7
192	616.5	107	Bryan	Milam	US 190	CONSTRUCT 4 LANE DIVIDED RURAL	1.7 MI W OF FM 486	2.03 MI E OF THE BELL C/L	5.2
350	613.8	108	Bryan	Robertson	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY	MILAM COUNTY LINE(INCLUDES BRIDGE)	0.468 MILES WEST OF FM 50	2.5
1090	613.8	109	Bryan	Burleson	SH 36	WIDEN TO 4 LANE DIVIDED HIGHWAY	MILAM COUNTY LINE	SH 21 IN CALDWELL	9.6
338	611.8	111	Bryan	Freestone	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	ANDERSON C/L	LEON C/L	4.7
351	610.5	114	Bryan	Robertson	US 79	WIDEN A NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	THE NORTH CITY LIMITS OF FRANKLIN	THE LEON COUNTY LINE	13.8
1094	609.4	117	Bryan	Milam	SH 36	WIDEN TO 4 LANE DIVIDED HIGHWAY	US 77 S OF CAMERON	US 79	8.9
344	602.8	123	Bryan	Leon	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	1.3 MILES EAST OF SH 75	SH 75	1.3
186	597.8	129	Bryan	Grimes	SH 105	WIDEN TO 4 LANE DIVIDED HIGHWAY	NAVASOTA E CITY LIMITS	FM 1774	12.9
1097	576.5	153	Bryan	Grimes	SH 105	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES BASE, AND SURFACE	FM 1774 IN PLANTERSVILLE	THE MONTGOMERY COUNTY LINE	3.9
342	574.8	155	Bryan	Leon	US 79	WINDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	THE ROBERTSON COUNTY LINE	FM 3	2.8

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
195	569	163	Bryan	Milam	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY	0.06 MILES WEST OF SH 36	2.749 MILES EAST OF SH 36	2.8
2002	563.7	177	Bryan	Washington	US 290	Reconstruct cloverleaf at SH 36/US 290 W/ BU 290	at SH 36/US 290 W/ BU 290	.	0.8
196	561.8	184	Bryan	Milam	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY	2.749 MILES EAST OF SH 36	THE ROBERTSON COUNTY LINE	11.7
346	554	194	Bryan	Madison	SH 21	WIDEN TO 4 LANE DIVIDED HIGHWAY	SH 90 (LOOP 174)	IH 45	2.1
1100	552.9	195	Bryan	Grimes	SH 30	WIDEN TO 4 LANE DIVIDED HIGHWAY	NAVASOTA RIVER (BRAZOS COUNTY LINE	SH 90	14.5
189	527.4	231	Bryan	Madison	US 190	WIDEN TO 4 LANE DIVIDED HIGHWAY	0.8 MI EAST OF THE NAVASOTA RIVER	0.1 MI EAST OF FM 39	5.2
1098	511.6	266	Bryan	Grimes	SH 30	WIDEN TO 4 LANE DIVIDED HIGHWAY	SH 90	WALKER COUNTY LINE	8.8
190	464.9	338	Bryan	Madison	US 190	WIDEN TO 4 LANE DIVIDED HIGHWAY	3.1 MILES EAST OF FM 39	N. WILSON STREET IN MADISONVILLE	9.1
345	451.8	363	Bryan	Madison	US 190	WIDEN TO 4 LANE DIVIDED HIGHWAY	0.1 MILES EAST OF FM 39	3.1 MILES EAST OF FM 39	3
340	417.3	423	Bryan	Grimes	FM 1774	WIDEN TO 4 LANE DIVIDED HIGHWAY	SH 105 IN PLANTERSVILLE	WALLER COUNTY LINE	7.4
341	417.3	423	Bryan	Grimes	FM 1774	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES FLEX BASE, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS	0.2 MI.NO.OF THE WALLER COUNTY LINE	THE WALLER COUNTY LINE	0.2
184	408.4	436	Bryan	Burleson	FM 60	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES BASE AND SURFACING	FM 2039	2.0 KM WEST OF FM 3058	4.1
354	350	519	Bryan	Walker	FM 3411	CONSTRUCT A TWO-LANE ROADWAY	BEARKAT BOULEVARD	FM 3411	0.8
183	346.3	521	Bryan	Burleson	FM 60	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES BASE AND SURFACING	2.0 KM WEST OF FM 3058	SH 36	4.3
337	257.7	603	Bryan	Burleson	FM 166	REPLACE RAILROAD UNDERPASS	AT UPRR UNDERPASS 0.346 M E OF SH 3	.	0.1
1114	277.1	594	Childress	Knox	US 82	WIDEN NON-FREEWAY	KING COUNTY LINE, E	SH 6	11.6
356	210	629	Childress	Foard	US 70	NEW LOCATION NON-FREEWAY FACILITY	FM 267 E	WILBARGER C/L	9.2
266	201.2	630	Childress	Knox	US 82	WIDEN NON-FREEWAY	FM 267, E	TO VERA	11.6
374	773.9	1	Corpus Chris	t Nueces	LP 44	CONSTRUCT 4 LANE DIVIDED RURAL HIGHWAY ON NEW LOCATION	SH 44, APPROX. 1.5 MI W OF ROBSTOWN	US 77,APPROX. 1.24 MI S OF ROBSTOWN	9
1121	682.7	20	Corpus Chris	t Nueces	US 77	CONSTRUCT MAINLANES AND OVERPASSES	FM 70	KLEBERG CO. LINE	2.5
2009	653.6	52	Corpus Chris	t Kleberg	US 77	Construct mainlanes and partial frontage roads	FM 1898	Kleberg/Nueces county line	3.3
179	648.1	54	Corpus Chris	t San Patricio	US 77	4-LANES NEW LOCATION	0.8 MI S OF ODEM	0.7 MI N OF ODEM (RELIEF ROUTE)	2.9
2011	637.4	65	Corpus Chris	t Kleberg	US 77	Construct mainlanes and partial frontage roads	County Road 2130	FM 1356	3.4
2010	635.8	69	Corpus Chris	t Kleberg	US 77	Construct mainlanes and partial frontage roads	1.5 miles north of SH 285	County Road 2130	8.6
2008	621.1	94	Corpus Chris	t Kleberg	US 77	Construct mainlanes and overpass at Caesar Ave	at Caesar Ave	.	0.8

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
361	618.5	100	Corpus Chris	t Bee	US 59	CONSTRUCT ADDITIONAL 2 LANES	LIVE OAK COUNTY LINE	0.3 MILES EAST OF FM 351	9.3
161	597.2	130	Corpus Chris	t Kleberg	US 77	CONSTRUCT RELIEF ROUTE AROUND RIVIERA	1.5 MI N. OF SH 285	SH 285	1.5
3090	582.5	147	Corpus Chris	t Aransas	BS 35	Widen to 4-Lanes	Aransas Pass	South of Rockport	7.8
170	566.6	166	Corpus Chris	t Nueces	US 77	CONSTRUCT RELIEF ROUTE AROUND DRISCOLL	S OF CR 28	CR 16	4.1
175	564.7	174	Corpus Chris	t Refugio	US 77	4-LANES NEW LOCATION	N OF REFUGIO	S OF REFUGIO (RELIEF ROUTE)	10.1
166	551.2	197	Corpus Chris	t Nueces	SH 44	CONSTRUCT MAIN LANES,CONNECTORS AND STRUCTURES	SH 44	US 77	2
165	545.3	211	Corpus Chris	t Live Oak	US 59	CONSTRUCT ADDITIONAL 2 LANES	BEE COUNTY LINE	IH 37	7.4
364	538	217	Corpus Chris	t Jim Wells	SH 44	CONSTRUCT 4 LANE ROADWAY ON NEW LOCATION	0.8 MI E OF EXIST SH 359 E OF ALICE	0.43 MI W OF US 281 RR W OF ALICE	16.1
1120	536.3	220	Corpus Chris	t Nueces	US 77	CONSTRUCT NORTHBOUND FRTG LANES AND OVERPASS	CR 16	FM 70	4.1
151	529.1	228	Corpus Chris	t Bee	US 59	CONSTRUCT ADDITIONAL 2 LANES	2.3 MI NE OF US 181	GOLIAD COUNTY LINE	8.9
162	514.7	258	Corpus Chris	t Kleberg	US 77	CONSTRUCT RELIEF ROUTE AROUND RIVIERA	SH 285	KENEDY/KLEBERG CO. LINE	1.5
178	509.4	268	Corpus Chris	t San Patricio	SH 200	NEW LOCATION ROADWAY	SH 361	FM 1069	4.8
358	502.9	282	Corpus Chris	t Bee	US 59	CONSTRUCT RELIEF ROUTE AROUND BEEVILLE	2 MILES SW OF FM 351	2 MILES NE OF US 181	8
362	496	289	Corpus Chris	t Goliad	US 59	CONSTRUCT ADDITIONAL 2 LANES	SH 239	GOLIAD WEST CITY LIMIT	1
365	467.7	331	Corpus Chris	t Karnes	US 181	CONSTRUCT AN ADDITIONAL 2 LANES TO PROVIDE FOR A 4 LANE DIVIDED ROADWAY	THE WILSON COUNTY LINE	0.270 KM (0.17 MI)NORTH OF FM 1144	10.7
156	462.1	344	Corpus Chris	t Karnes	US 181	ADD PASSING LANES	APPROX. 100OFT N. OF FM 81	TURKEY CREEK	4.4
154	457.4	351	Corpus Chris	t Jim Wells	US 281	CONSTRUCT 4 LANES NEW LOCATION	3.0 MI. NORTH OF FM 716	1.0 MI. SOUTH OF FM 1538	8.1
181	454.3	358	Corpus Chris	t San Patricio	SH 363	4 LANE ROADWAY WITH CONTINUOUS LEFT TURN LANE (NEW LOCATION)	SH 361	SOUTH TO NEW STATE HIGHWAY	2.2
152	448.9	370	Corpus Chris	t Goliad	US 59	CONSTRUCT ADDITIONAL 2 LANES	BEE COUNTY LINE	SH 239	15
157	443.9	380	Corpus Chris	t Karnes	US 181	CONSTRUCT ADDITIONAL 2 LANES	SH 72 IN KENEDY	BEE COUNTY LINE	10.5
150	441.8	385	Corpus Chris	t Bee	US 181	CONSTRUCT ADDITIONAL 2 LANES	0.8 MI S OF FM 1465 N OF NORMANNA	0.3 MI N OF BU 181-J	5
371	435.1	399	Corpus Chris	t Live Oak	US 59	CONSTRUCT RELIEF ROUTE AROUND GEORGE WEST	EAST US 281	WEST US 281	2.4
370	431.9	405	Corpus Chris	t Live Oak	US 59	CONSTRUCT ADDITIONAL TWO LANES	.25 MI SW OF LAGARTO RD.	MCMULLEN COUNTY LINE	21
149	430	407	Corpus Chris	t Bee	US 181	CONSTRUCT ADDITIONAL 2 LANES	KARNES C/L	0.8 MI S OF FM 1465	8.4
155	400	450	Corpus Chris	t Karnes	SH 123	CONSTRUCT PASSING LANES	WILSON COUNTY LINE	SH 80	12.6
377	392.8	464	Corpus Chris	t San Patricio	SH 363	2 LANE ROADWAY ON NEW LOCATION	SH 35	SH 361	3.8
163	389.4	472	Corpus Chris	t Live Oak	US 59	CONSTRUCT NEW INTERCHANGE	0.7 MI. EAST OF IH-37	0.7 MI. WEST OF IH-37	1.4
164	389.4	472	Corpus Chris	t Live Oak	US 59	CONSTRUCT DIRECTIONAL INTERCHANGE	1.0 MILES WEST OF IH 37	1.0 MILES EAST OF IH 37	2
369	339.8	531	Corpus Chris	t Karnes	SH 123	CONSTRUCT ADDITIONAL 2 LANE FOR 4 LANE DIVIDED HIGHWAY	WILSON COUNTY LINE	SH 80	12.6

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
367	339.1	532	Corpus Chris	t Karnes	SH 80	CONSTRUCT FOUR LANE FACILITY WITH LEFT TURN LANES	SH 123	US 181	2.1
3071	296.3	577	Corpus Chris	t Goliad	US 183	Add Passing Lanes	Goliad County Line	Refugio	40.7
3072	244.7	616	Corpus Chris	t Goliad	SH 239	Add Passing Lanes	SH 239	Goliad, west	19
3073	223	623	Corpus Chris	t Goliad	SH 239	Widen to 4-Lanes	SH 239	Goliad, west	19
199	584.1	144	Dallas	Navarro	US 287	RECONSTRUCT AND WIDEN TO FOUR LANES	IH 45	COUNTY ROAD SE 2040	5.7
200	523.1	242	Dallas	Navarro	SH 31	CONSTRUCT NEW LOCATION RELIEF ROUTE ULTIMATE FOUR LANE DIVIDED LIMITED ACCESS FACILITY	2.5 MILES WEST OF FM 2555	IH 45, 1.2 MILES SOUTH OF 15TH ST.	7.8
378	407.6	437	Dallas	Navarro	SH 31	CONSTRUCT NEW LOCATION RELIEF ROUTE, PHASE II ULTIMATE FOUR LANE DIVIDED LIMITED ACCESS FACILITY	IH 45, 1.2 MILES SOUTH OF 15TH ST	SH 31, 3.2 MILES EAST OF IH 45	6.3
1322	393.8	461	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 4.7 mi E of FM 34		1
1323	393.8	461	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 0.9 mi W of Laska Road (Exit 99)		1
1324	393.8	461	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 2.1 mi W of Laska Road (Exit (99)		1
1325	392.4	465	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 3.8 mi W of FM 1111		1
1326	392.4	465	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 2.4 mi E of FM 1111		1
1327	387.5	475	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 5.1 mi E of FM 1111		1
1328	387.5	475	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 6.9 mi E of FM 1111		1
1329	387.5	475	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 7.7 mi E of FM 1111		1
1330	387.5	475	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 11.6 mi E of FM 1111		1
1331	387	480	El Paso	Hudspeth	IH 10	Eliminate at-grade intersection	At 6 mi W of US 90		1
1340	234.9	619	El Paso	Presidio	US 67	ADDITION OF PASSING LANES AND WIDENING OF CULVERTS AND BRIDGES	9 mi S of Marfa to	33 miles south of Marfa	24
390	632.7	73	Fort Worth	Somervell	US 67	WIDEN FROM TWO LANES TO 4 LANE DIVIDED EXCEPT BRAZOS RIVER AREA	SQUAW CREEK BRIDGE	JOHNSON C/L	5.3
387	632.1	75	Fort Worth	Erath	US 377	RECONSTRUCT 2 LANES TO 4 LANE DIVIDED	BU 377J EAST OF STEPHENVILLE	5.1 MI NE OF STEPHENVILLE	5.1
388	603.6	122	Fort Worth	Erath	US 377	RECONSTRUCT 2 LANES TO 4 LANES DIVIDED	5.1 MI NE OF BU377J IN STEPHENVILLE	HOOD C/L	8.1
1319	556.5	192	Fort Worth	Erath	US281	Upgrade to Super 2 design, ext culv, add sets, overlay and pavement markings	Palo Pinto C/L	BU 377J, in Stephenville	20
1130	537.4	218	Fort Worth	Erath	US 67	RECONSTRUCT US 67 ON ALTERNATE ROUTE south AND WEST OF DUBLIN	1.75 MILES N OF COMANCHE COUNTY LIN	SH 6	2.8
1321	534.8	222	Fort Worth	Erath	US281	Upgrade to Super 2 design, ext culv, add sets, overlay and pavement markings	SH 6	Hamilton C/L	2.9
1316	509.3	269	Fort Worth	Palo Pinto	US281	Upgrade to Super 2 design, ext culv, add sets, overlay and pavement markings	Jack C/L	US 180 in Mineral Wells	14
1320	507.4	271	Fort Worth	Erath	US281	Upgrade to Super 2 design, ext culv, add sets, overlay and pavement markings	BU 377J in Stephenville	SH 6	15.3

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385	498	287	Fort Worth	Erath	US 67	RECONSTRUCT FROM TWO LANES TO 4 LANE DIVIDED	COMANCHE C/L	2.03 N OF COMANCHE C/L	2
1317	465.3	337	Fort Worth	Palo Pinto	US281	Upgrade to Super 2 design, ext culv, add sets, overlay and pavement markings	US 180 in Mineral Wells	5.5 Mi North of IH 20	9.3
1318	448.8	371	Fort Worth	Palo Pinto	US281	Upgrade to Super 2 design, ext culv, add sets, overlay and pavement markings	5.5 Mi North of IH 20	Erath C/L	11.9
1315	402.6	446	Fort Worth	Jack	US281	Upgrade to Super 2 design, ext culv, add sets, 2" overlay and pavement markings	0.87 mi N of Palo Pinto C/L	Palo Pinto C/L	0.9
1314	228.7	621	Fort Worth	Jack	US281	Upgrade to Super 2 design, ext culv, add sets, 2" overlay and pavement markings	Archer C/L; in sections	0.05 South of Lynn Cree	6.9
1313	222	624	Fort Worth	Jack	US281	Upgrade to Super 2 design, ext culv, add sets, 2" overlay and pavement markings	at Martin Road west of Jacksboro		0.4
1148	663.5	35	Laredo	Maverick	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	1 MILE EAST OF US 57	2.7 MILE EAST OF US 57	2.6
1149	661.9	37	Laredo	Maverick	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SL 480 SOUTH	8.2 MI EAST OF SL 480	10.2
1194	636.9	66	Laredo	Webb	FR LP	RELIEF ROUTE	US 59/SH 44 INT WEST	US 59/SH 44 EAST	6.6
399	619	98	Laredo	Val Verde	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	2.6 MILES WEST OF SPUR 317	SPUR 317	2.6
1175	605.9	119	Laredo	Webb	SH 359	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	5.0 MI EAST OF SL 20	FM 2895	15
398	588	135	Laredo	Maverick	FM 1021	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	1.045 MI S OF FM 2030 N INTERSECTIO	FM 2644	14.7
1205	569.9	161	Laredo	Webb	SH 359	SUPER 2	MP 12.9	MP 25.3	12.6
1180	557.9	189	Laredo	Val Verde	SL 79	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 277 NORTH	FM 2523	7.8
1181	548.2	204	Laredo	Val Verde	SL 79	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 2523	US 90	1
1182	548.2	204	Laredo	Val Verde	SL 79	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 90	US 277	2.7
1179	537	219	Laredo	Val Verde	SL 79	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 90 WEST	US 277 NORTH	0.9
1188	522	245	Laredo	Maverick	SL 480	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 1021	EAGLE PASS TRUCK ROUTE	4.9
1160	521.2	246	Laredo	Val Verde	US 90	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	LAUGHLIN A.F.B.	SYCAMORE CREEK	11.5
1199	519.7	252	Laredo	Webb	SD LP	RELIEF ROUTE	SH 44 WEST	SH 44 EAST	4.5
1166	518.1	255	Laredo	Webb	US 59	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	12.65 MI E OF ARKANSAS STREET	7.59 MI W OF FM 2895	19.7
394	512.2	263	Laredo	Maverick	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 131	SL 480 NORTH	8
1167	512	264	Laredo	Webb	US 59	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	7.59 MI W OF FM 2895	WELHOUSEN ROAD	20.4

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1153	511.8	265	Laredo	Dimmit	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	CARRIZO SPRINGS	ASHERTON	7.3
1154	492.2	293	Laredo	Dimmit	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	ASHERTON	CATARINA	11.2
1185	486.8	304	Laredo	Maverick	SL 480	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 277	UP RR/FM 1588	2.5
1186	486.8	304	Laredo	Maverick	SL 480	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 1588 /UP RR	US 57	3
1168	481.9	311	Laredo	Webb	US 59	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	WELHOUSEN ROAD	DUVAL COUNTY LINE	2.9
1156	472	326	Laredo	Webb	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	WEBB/DIMMIT COUNTY LINE	SH 44	13
1158	465.5	336	Laredo	Webb	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	3.422 MI SOUTH OF SH 44	SH 255	11.8
1159	459.7	349	Laredo	Webb	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SH 255	IH 35	4.6
400	459.6	350	Laredo	Val Verde	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SPUR 317	VALVERDE/KINNEY COUNTY LINE	6.4
1284	456.8	352	Laredo	DIMMIT	US 83	SUPER 2	ZAVALA/DIMMIT COUNTY LINE	US 277	8.7
1157	453.4	360	Laredo	Webb	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SH 44	3.422 MI SOUTH OF SH 44	3.4
1147	447.3	372	Laredo	Maverick	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 1590 NORTH	FM 131	3.6
1150	443.2	381	Laredo	Maverick	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	8.2 MI EAST OF SL 480	MAVERICK/DIMMIT COUNTY LINE	12
1200	442.3	383	Laredo	Maverick	FM 1021	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 2644	END OF PAVEMENT	11.6
1176	435.9	397	Laredo	Webb	SH 359	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 2895	OILTON	10
1169	429.8	408	Laredo	Duval	US 59	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	WEBB COUNTY LINE EAST	2.19 MI W OF SH 16	11.2
1177	429.7	409	Laredo	Webb	SH 359	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	OILTON	WEBB/DUVAL COUNTY LINE	12
1206	423.9	416	Laredo	Webb	SH 359	SUPER 2	MP 25.3	MP 33.5	8.2
1207	417.7	421	Laredo	Webb	SH 359	SUPER 2	MP 33.5	WEBB/DUVAL COUNTY LINE	12.5
1146	402.6	445	Laredo	Maverick	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	KINNEY/MAVERICK COUNTY LINE	FM 1590 NORTH	13
1283	402.1	447	Laredo	ZAVALA	US 83	SUPER 2	US 57	DIMMIT/ZAVALA COUNTY LINE	30.6
1183	401.5	449	Laredo	Val Verde	SL 79	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SPUR 239	US 277 SOUTH	5.8
1152	398.9	452	Laredo	Dimmit	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 191	CARRIZO SPRINGS	7.6

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1208	398.6	453	Laredo	Webb	SH 359	SUPER 2	WEBB/DUVAL COUNTY LINE	DUVAL/JIM HOGG COUNTY LINE	3.9
1151	392	468	Laredo	Dimmit	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	MAVERICK/DIMMIT COUNTY LINE	FM 191	10.6
1202	387.3	479	Laredo	Webb	FM 1472	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	COUNTY LINE	END OF PAVEMENT	29.6
1170	382.9	487	Laredo	Duval	US 59	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	INTERSECTION OF US 59/E SH 44	1.0 MI SW OF FM 2359	9.1
1282	376.3	498	Laredo	ZAVALA	US 83	SUPER 2	UVALDE/ZAVALA COUNTY LINE	US 57	10.8
1173	376.1	499	Laredo	Duval	SH 44	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	1.0 MILE W. OF FM 3196	SH 359 IN SAN DIEGO	11.7
1187	373.7	502	Laredo	Maverick	SL 480	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 277 EAST	FM 1021	3.1
1155	362.3	507	Laredo	Dimmit	US 83	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	CATARINA	DIMMIT/WEBB COUNTY LINE	10.1
1143	360.4	511	Laredo	Val Verde	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	2.9 MILES SOUTH OF RE 2	SL 79 NORTH	8.1
1201	351.9	517	Laredo	Maverick	FM 1021	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	END OF PAVEMENT	COUNTY LINE	15.7
1171	350.5	518	Laredo	Duval	US 59	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	1.0 MI SW OF FM 2359	MCMULLEN COUNTY LINE	9.1
1198	345.8	524	Laredo	Dimmit	AS LP	RELIEF ROUTE	AROUND ASHERTON	.	3.4
3083	344.7	526	Laredo	Val Verde	US 277	Add Passing Lanes	2.9 MILES SOUTH OF RE 2	SL 79 NORTH	8.1
1145	338.6	533	Laredo	Kinney	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	FM 693	KINNEY/MAVERICK COUNTY LINE	6.2
1144	333.7	537	Laredo	Kinney	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	VAL VERDE/KINNEY COUNTY LINE	FM 693	7.3
1140	328	541	Laredo	Val Verde	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	EDWARDS COUNTY LINE	11.742 MILES SOUTH EDWARDS CO LINE	11.7
1178	326.3	542	Laredo	Duval	SH 359	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	WEBB/DUVAL COUNTY LINE	DUVAL COUNTY LINE	4
1196	324.9	544	Laredo	Dimmit	CA LP	RELIEF ROUTE	US 277	US 83	6.2
1172	319.1	548	Laredo	Duval	SH 44	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SH 16 IN FREER, EAST	1.0 MILE W OF FM 3196	10.9
1162	318.7	549	Laredo	Kinney	US 90	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	7.4 MI EAST OF SYCAMORE CREEK	1.4 MI EAST OF ELM CREEK	7.4
3080	318.3	551	Laredo	Val Verde	US 277	Add Passing Lanes	EDWARDS COUNTY LINE	11.742 MILES SOUTH EDWARDS CO LINE	11.7
1163	312.6	556	Laredo	Kinney	US 90	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	1.4 MI EAST OF ELM CREEK	BRACKETTVILLE	2.1
1184	300.1	570	Laredo	Val Verde	SL 79	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 90 WEST	SPUR 239	9.2

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1161	298.1	574	Laredo	Kinney	US 90	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	SYCAMORE CREEK	7.4 MI EAST	7.4
1142	297.8	575	Laredo	Val Verde	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	US 277/US 377 INTERSECTION	2.9 MILES SOUTH OF RE 2	9.9
1164	294.6	579	Laredo	Kinney	US 90	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	2.0 MILES EAST OF BRACKETTVILLE	8.5 MILE	8.5
1195	294.3	580	Laredo	Dimmit	CT LP	RELIEF ROUTE	AROUND CATARINA	.	2
3081	289.1	581	Laredo	Val Verde	US 277	Add Passing Lanes	11.742 MILSES SOUTH EDWARDS COUNTY	US 277/US 377 INTERSECTION	16.9
3082	288.1	582	Laredo	Val Verde	US 277	Add Passing Lanes	US 277/US 377 INTERSECTION	2.9 MILES SOUTH OF RE 2	9.9
239	287.8	583	Laredo	Maverick	SL 480	FOR THE CONSTRUCTION OF AN INTERCHANGE	0.320 MI SOUTH OF US 57	0.362 MI NORTH OF US 57	0.7
1197	284	588	Laredo	Kinney	BR LP	RELIEF ROUTE	AROUND BRACKETVILLE	.	5.9
1165	280.1	591	Laredo	Kinney	US 90	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	8.5 MI EAST OF BRACKETTVILLE	KINNEY/UVALDE COUNTY LINE	10.2
1141	273.9	596	Laredo	Val Verde	US 277	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	11.742 MILSES SOUTH EDWARDS COUNTY	US 277/US 377 INTERSECTION	16.9
1203	257	605	Laredo	Webb	FM 1472	WIDEN OF AN EXISTING NON-FREEWAY FACILITY	END OF PAVEMENT	SH 255	14.6
240	255.3	612	Laredo	Maverick	SL 480	FOR THE CONSTRUCTION OF A 2 LANE UNDIVIDED FACILITY_AND RAILROAD GRADE SEPARATION	0.362 MI NORTH OF US 57	0.699I SOUTH OF US 277	5.9
33	418.4	420	Lubbock	Dawson	NR	NEW LOCATION FREEWAY	1500 FT S OF INTER OF US 87 / 180	4300 FT N OF INTER OF US 87&FM 825	6.4
1223	398.4	454	Lubbock	Terry	US 82	REHABILITATION OF EXISTING ROAD	YOAKUM COUNTY LINE	BROWNFIELD CITY LIMITS	18
1222	389.1	474	Lubbock	Yoakum	US 82	REHABILITATION OF EXISTING ROAD	PLAINS	TERRY COUNTY LINE	13.8
1224	298.7	572	Lubbock	Yoakum	US 82	REHABILITATION OF EXISTING ROAD	NEW MEXICO STATE LINE	PLAINS	15
1221	285.7	586	Lubbock	Yoakum	US 380	REHABILITATION OF EXISTING ROAD	NEW MEXICO STATE LINE	PLAINS	14.9
32	280.3	590	Lubbock	Dawson	NR	NEW LOCATION NON-FREEWAY	CR 22 SOUTH OF LAMESA	PROPOSED US 87	3.7
87	715.7	8	Lufkin	Angelina	US 69	WIDEN FROM 2 LANES TO 4 LANE DIVIDED RURAL	HUNTINGTON	SH 63 IN ZAVALLA	12
425	710.7	9	Lufkin	Nacogdoches	LP 224	WIDEN FROM 2-LANES TO 4-LANES DIVIDED 10' SHOULDERS	FM 2609	SH 7	3.3
423	698.7	14	Lufkin	Nacogdoches	LP 224	WIDEN FROM 2-LANES TO 4-LANES DIVIDED 10' SHOULDERS	SH 7	SH 21	0.8
407	696.1	15	Lufkin	Angelina	US 59	OVERPASS AT FM 819 AND RECONSTRUCT TO 4-LANE FREEWAY WITH FRONTAGE ROADS	FM 3482	FROM FM 3482 TO 0.96 MI SO OF FM 819	1.8
95	690.7	18	Lufkin	Shelby	US 96	WIDNE FROM 2 LANES TO 4 LANES WITH CTWLTL	LP 500	FROM 0.5 MI SOUTH OF LP 500 TO SH 7 IN CEN	2.1
428	682	21	Lufkin	Polk	US 59	CONST 4 LANE FRWY ON WEST SIDE OF CORRIGAN (CORRIGAN RELIEF ROUTE -Combine w/ID 427)	US 287	0.7 MILES SOUTH OF DRY CREEK	3.5

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
424	681.1	22	Lufkin	Nacogdoches	LP 224	WIDEN FROM 2-LANES TO 4-LANES DIVIDED 10' SHOULDERS	US 59	NORTH STREET (BU 59-F)	1.5
451	672.6	24	Lufkin	Shelby	US 96	WIDEN TO 4 LANES, DIVIDED, TRUNK SYSTEM	0.5 MI S OF LOOP 500	FM 417	4.2
408	672.5	25	Lufkin	Angelina	US 59	CONVERTING A NON-FREEWAY SECTION TO A FREEWAY SECTION	0.5 MI SOUTH OF FM 819	FROM 0.96 MI S OF FM 819 TO FM 2108	2.4
85	666.9	32	Lufkin	Angelina	US 59	CONVERT NON-FREEWAY TO FWY W/ GRADE SEPARATION AT PAUL AVE.	FM 325	SH 103	1.1
412	666.3	33	Lufkin	Angelina	US 59	CONVERT NON-FREEWAY TO FWY (PHASE II OF NNT LUFKIN)	SH 103	OLD MOFFETT ROAD	0.7
411	660.5	40	Lufkin	Angelina	VA	CONSTRUCT FREEWAY ON NEW LOCATION (US 59 LUFKIN RELIEF ROUTE)	US 59 DIBOLL RELIEF ROUTE	ANGELINA / NACOGDOCHES COUNTY LINE	22.4
1230	647.4	56	Lufkin	Nacogdoches	VA	CONSTRUCT FREEWAY ON NEW LOCATION (US 59 NACOGDOCHES RELIEF ROUTE)	NACOGDOCHES/ANGELINA COUNTY LINE	US 259	17.6
429	641.8	63	Lufkin	Polk	US 190	WIDEN FROM 2 LANES TO 4 LANES, DIVIDED SECTION	SANDY CREEK	4.50 MILE WEST OF LIVINGSTON	5.7
444	632.3	74	Lufkin	San Jacinto	US 59	CONVERT TO 4 LANE FWY W/ FRONTAGE RDS & GRADE SEPARATIONS	.5 MILES S OF SHEPHERD C/L	FROM JUST S OF FM 2914 TO LIBERTY COUNT	4.1
430	626.4	88	Lufkin	Polk	US 190	WIDEN FROM 2 LANES TO 4 LANES, DIVIDED SECTION	LAKE LIVINGSTON	SANDY CREEK	3.5
419	623.6	93	Lufkin	Nacogdoches	US 59	CONSTRUCT TWO-WAY DIRECT CONNECTION	SPRADLEY STREET IN NACOGDOCHES	SH 7	2.2
417	620.2	96	Lufkin	Houston	LP 304	WIDEN FROM 2-LANES TO 4-LANES	0.4 MI NORTH OF US 287(E)	0.4 MI EAST OF SH 19	1.5
410	609.8	116	Lufkin	Angelina	US 69	WIDEN TO 4 LANES, DIVIDED, TRUNK SYSTEM	SH 63	FM 1270	1.4
435	587.1	136	Lufkin	Polk	US 190	WIDEN TO 4 LANES, DIVIDED SECTION	6.9 MI E OF LIVINGSTON	JUST W OF FM 1276	3.6
86	587.1	137	Lufkin	Angelina	US 59	CONSTRUCT 4 LANE FREEWAY AT DIBOLL (US 59 DIBOLL RELIEF ROUTE)	FM 2108	1.15 MI S OF WHITE OAK CR	8.2
422	585.9	139	Lufkin	Nacogdoches	US 59	RAISE BRIDGES, CONSTRUCT DIRECT CONNECTOR FROM US 59 TO US 259N	AT US 259 INTERCHANGE	.	0.8
452	581.6	148	Lufkin	Shelby	US 96	WIDEN TO 4 LANES, DIVIDED, TRUNK SYSTEM	FM 417	SAN AUGUSTINE COUNTY LINE	5.3
427	580	149	Lufkin	Polk	US 59	CONST 4 LANE FRWY ON WEST SIDE OF CORRIGAN (CORRIGAN RELIEF ROUTE -Combine w/ID 428)	PINEY CREEK	US 287	3.6
441	563.7	177	Lufkin	San Augustine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	SHELBY COUNTY LINE	SH 21	6.7
409	562.8	180	Lufkin	Angelina	US 59	OVERPASS AT FM 819	FM 3482 (AT BRENTWOOD)	AT FM 819	1.2
3024	558.1	188	Lufkin	Polk	US 190	Add Passing Lanes	Onalaska	FM 2457	7.1
436	557.8	190	Lufkin	Polk	US 190	WIDEN TO 4 LANES, DIVIDED SECTION	JUST W OF FM 1276	FM 2500	2.4
3026	550.4	200	Lufkin	Shelby	US 96	Add Passing Lanes	1.06 Mi S of LP 500	San Augustine County Line	8.9
416	547.1	207	Lufkin	Houston	LP 304	WIDEN FROM 2-LANES TO 4-LANES	FM 2110	0.3 MI NORTH OF SH 21(W)	1.2

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
437	546.5	208	Lufkin	Polk	US 190	WIDEN TO 4 LANES, DIVIDED SECTION	FM 2500	TYLER COUNTY LINE	7.8
431	524.6	238	Lufkin	Polk	US 190	CONSTRUCT NEW BRIDGE FOR 4-LANE DIVIDED HIGHWAY	AT LAKE LIVINGSTON	.	2.1
439	522.4	243	Lufkin	Sabine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	0.15 MI N OF FM 83	JASPER COUNTY LINE	7.8
447	516	256	Lufkin	Shelby	US 96	WIDEN & REHABILITATE EXISTING ROADWAY	US 84 IN TENAHA	LP 500 N OF CENTER	8.4
3025	514.6	259	Lufkin	Polk	US 190	Add Passing Lanes	End of 4-lane section	Tyler County Line	13.8
434	505	278	Lufkin	Polk	US 190	WIDEN & REHABILITATE EXISTING ROADWAY	0.6 MI E OF SH 146 (LIVINGSTON C/L)	6.9 MI E (END OF 4 LANE SECTION)	6.9
446	504.5	279	Lufkin	San Jacinto	US 190	UPGRADE TO 4-LANE DIVIDED HIGHWAY	END OF 4-LANE IN POINT BLANK	LAKE LIVINGSTON	5.6
443	491.1	296	Lufkin	San Augustine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	SH 147	SH 103	8.6
91	489.4	298	Lufkin	San Augustine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	SH 21	SH 147	1.5
90	474.6	322	Lufkin	Polk	FM 356	WIDEN FROM TWO LANES TO FOUR LANES WITH TWO WAY CONTINUOUS LEFT TURN LANE	1.12 MI N OF US 190	US 190	1.1
3027	471.7	327	Lufkin	San Augustine	US 96	Add Passing Lanes	Shelby County Line	SH 21	6.7
3030	466.3	333	Lufkin	Sabine	US 96	Add Passing Lanes	FM 83 in Pineland	Jasper County Line	7.8
88	465.8	335	Lufkin	Angelina	US 69	WIDEN TO 4 LANES, DIVIDED, TRUNK SYSTEM	FM 1270	JASPER COUNTY LINE	7.1
3028	453.4	360	Lufkin	San Augustine	US 96	Add Passing Lanes	SH 21	Sabine County Line	13.7
433	446.2	377	Lufkin	Polk	US 190	CONSTRUCTING A NEW FOUR LANE HIGHWAY (US 190 RELIEF ROUTE -Combine w/ ID 432)	BU 59-J	2.6 MI. E. OF THE E. LIVINGSTON CL	3.3
438	439.1	392	Lufkin	Sabine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	0.03 MI N OF SH 184	0.15 MI N OF FM 83	6.7
415	437.2	396	Lufkin	Houston	LP 304	CONSTRUCT INTERCHANGE	INTERCHANGE AT SH 19	.	0.8
3021	435.5	398	Lufkin	Polk	US 287	Add Passing Lanes and Paved Shoulders	3 Mi E of US 59	Tyler County Line	9
432	433.3	402	Lufkin	Polk	US 190	CONSTRUCTING A NEW FOUR LANE HIGHWAY (US 190 RELIEF ROUTE -Combine w/ ID 433)	1.8 MILES NORTHWEST OF LIVINGSTON	BU 59-J	2.8
442	422.5	418	Lufkin	San Augustine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	SH 103	SABINE COUNTY LINE	3.6
440	416.7	425	Lufkin	Sabine	US 96	WIDEN TO 4 LANES, DIVIDED SECTION	SAN AUGUSTINE COUNTY LINE	0.03 MI N OF SH 184	1.4
3029	407.5	438	Lufkin	Sabine	US 96	Add Passing Lanes	San Augustine County Line	FM 83 in Pineland	8
445	403	444	Lufkin	San Jacinto	LP 424	WIDENING TO ADD CONTINUOUS LEFT TURN LANE	0.21 MI N OF SH 150	0.16 MI S OF SHEPHERD HIGH SCHOOL	1.4
2003	391.7	469	Lufkin	Nacogdoches	SH 204	WIDEN TO 4-LANE DIVIDED HIGHWAY	From Angelina River/from District Line	to US 259	17.2

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
3023	380.6	488	Lufkin	Polk	SH 146	Add Passing Lanes	FM 1988	Liberty County Line	13.4
3020	378.4	495	Lufkin	Houston	US 287	Add Paved Shoulders	LP 304 in Crockett	Trinity County Line	14.4
3011	352.1	516	Lufkin	Nacogdoches	SH 204	Add Passing Lanes and Paved Shoulders	0.1 Mi E of FM 2783	Trawick	5.9
3012	342.7	528	Lufkin	Nacogdoches	SH 21	Add Passing Lanes and Paved Shoulders	FM 3276 in Melrose	FM 95 in Chireno	8.8
3022	324.6	545	Lufkin	San Jacinto	SH 150	Add Passing Lanes and Paved Shoulders	Walker County Line	FM 945(N)	7.6
3013	316.1	552	Lufkin	Nacogdoches	SH 21	Add Passing Lanes and Paved Shoulders	FM 95 in Chireno	San Augustine County Line	3.1
89	313.8	554	Lufkin	Houston	FM 2110	EXTEND EXISTING FM ROAD	END OF EXISTING FM 2110	FM 1280 AT INTERSECTION OF FM 3151	4.5
3010	310.8	561	Lufkin	Nacogdoches	SH 204	Add Passing Lanes and Paved Shoulders	0.77 Mi E of Cherokee County Line	West of Cushing City Limits	5
454	303.1	568	Lufkin	Shelby	LP 500	COMPLETE LOOP 500 AROUND CENTER (US 96 RELIEF ROUTE ON WEST SIDE OF CENTER)	US 96 (N)	US 96(S)	7.5
3019	296.3	576	Lufkin	Trinity	US 287	Add Passing Lanes and Paved Shoulders	Houston County Line	SH 94	9.2
3017	283.6	589	Lufkin	Trinity	SH 94	Add Passing Lanes and Paved Shoulders	Trinity	US 287	15.7
3018	280	592	Lufkin	Trinity	SH 94	Add Passing Lanes and Paved Shoulders	Groveton C/L	W of Neches River Relief Bridge #4	19.5
3015	274.7	595	Lufkin	Sabine	SH 103	Add Passing Lanes and Paved Shoulders	San Augustine County Line	SH 21	9.3
3014	256.7	606	Lufkin	San Augustine	SH 21	Add Passing Lanes and Paved Shoulders	Nacogdoches County Line	US 96 in San Augustine	10.9
3016	185.1	634	Lufkin	San Augustine	SH 21	Add Passing Lanes and Paved Shoulders	FM 3483	FM 1	6.5
2004	446.6	374	Odessa	Andrews	SH 176	SUPER 2 PASSING LANES	SH 115	NEW MEXICO STATE LINE	31.6
455	262	601	Odessa	Ector	FM 1601	EXTENSION OF FM, CONSTRUCT RAILROAD UNDERPASS	0.5 MI NORTH OF IH 20	IH 20	0.5
35	259.6	602	Odessa	Crane	US 385	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	UPTON COUNTY LINE	IN CRANE AT LILLEY LANE	13.2
458	193.1	632	Odessa	Upton	US 385	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	IN MCCAMEY AT NIMITZ STREET	CRANE COUNTY LINE	6.2
3001	654	50	Paris	Hopkins	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	HUNT COUNTY LINE	.21 Miles East of FM 2297	14.9
3002	654	50	Paris	Hopkins	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	.21 Miles East of FM 2297	Caney Creek Bridge	10.7
477	634.8	71	Paris	Lamar	LP 286	WIDEN FROM 2-LANE TO 5-LANE	US 271	FM 1497	2.9
472	630.6	76	Paris	Lamar	US 82	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	FM 38	LOOP 286	5.9
6	629.7	79	Paris	Lamar	US 271	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	LP 286 IN PARIS	PATTONVILLE	8
3095	609.1	118	Paris	LAMAR	US 82	Widen to 4-Lane Divided Highway	FM 196 SOUTH	RED RIVER COUNTY LINE	4.1
3003	600.5	125	Paris	Hopkins	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	Caney Creek Bridge	Franklin County Line	7.9
469	594.1	133	Paris	Lamar	US 82	CONST 2 ADDITIONAL LNS TO PROVIDE 4 LANES AND I/C AT LP 286	FANNIN-LAMAR C/L	LOOP 286	15.8
463	586.5	138	Paris	Fannin	SH 121	UPGRADE TO 5 LANE ROADWAY WITH SHOULDERS	SH 11	SH 56	7.2
1240	584.4	141	Paris	GRAYSON	US 377	CONSTRUCT SUPER 2	DENTON COUNTY LINE	SH 56	18.7

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1247	584	145	Paris	LAMAR	US 82	CONSTRUCT SUPER 2	FM 196 SOUTH	RED RIVER COUNTY LINE	4.1
1245	574.4	156	Paris	GRAYSON	US 69	CONSTRUCT SUPER 2	US 82	SH 11	7.9
3004	557.2	191	Paris	Franklin	I-30	Widen 4-Lane Freeway to 6 Lane Freeway	Franklin County Line	Titus County Line	10.7
471	551.9	196	Paris	Lamar	US 82	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	FANNIN COUNTY LINE	FM 38	9.9
1244	551.1	198	Paris	GRAYSON	US 69	CONSTRUCT SUPER 2	Sherman-Denison MPO	US 82	5.4
462	545.7	209	Paris	Fannin	US 82	ADD TWO LANES WITH SHOULDERS	0.478 MI E OF SH 78	HONEY GROVE	14.5
1241	542.1	214	Paris	GRAYSON	US 377	CONSTRUCT SUPER 2	US 82	OKLAHOMA STATE LINE	14.3
473	539	215	Paris	Lamar	US 82	WIDEN NON-FREEWAY	0.045 MI E OF CR 320 (BLOSSOM C/L)	0.3 MI W OF FM 196 NORTH	0.6
470	538.3	216	Paris	Lamar	US 82	SUPER 2	FANNIN COUNTY LINE	FM 1510	14.5
475	529.7	226	Paris	Lamar	US 271	SUPER 2	SL 286	FM 196	7.9
3062	527.3	232	Paris	Hopkins	SH 19	Widen to 4-Lane Divided Highway	IH 30	Van Zandt County Line	25
468	526.9	233	Paris	Hopkins	SH 19	RECONSTRUCT EXISTING ROADWAY AND ADD 2 ADDITIONAL LANES	SH 154 & SH 19, N OF SULPHUR SPRING	ST LOUIS SOUTHWESTRN RAILROAD	2.8
1	522.1	244	Paris	Delta	SH 24	CONSTRUCT SUPER 2	FM 64	FM 904	10.8
1246	520.9	247	Paris	GRAYSON	US 69	CONSTRUCT SUPER 2	SH 11	FANNIN COUNTY LINE	1.7
3096	520.6	249	Paris	RED RIVER	US 82	Widen to 4-Lane Divided Highway	LAMAR COUNTY LINE	FM 2825	13.4
1248	506.9	272	Paris	RED RIVER	US 82	CONSTRUCT SUPER 2	LAMAR COUNTY LINE	FM 2825	13.4
474	502	283	Paris	Lamar	US 271	ADD 2 ADDITIONAL LANES TO PROVIDE 4 LANE FACILITY	PATTONVILLE	RED RIVER COUNTY LINE	6
480	499.5	285	Paris	Red River	US 271	ADD 2 LANES TO PROVIDE FOR A 4 LANE FACILITY	LAMAR COUNTY LINE	BU 271-D	5.4
478	496.2	288	Paris	Rains	US 69	WIDEN NON-FREEWAY	FM 47	SH 19	10.6
7	491.4	295	Paris	Rains	US 69	WIDEN FROM 2-LANE WITH SHOULDERS TO 4-LANE, DIVIDED MEDIAN, WITH SHOULDERS ROADWAY	HUNT COUNTY LINE	FM 47	4.5
464	489.4	299	Paris	Fannin	SH 121	UPGRADE TO 5 LANE ROADWAY WITH SHOULDERS	SH 11	COLLIN COUNTY LINE	9.8
479	489	300	Paris	Rains	US 69	WIDEN NON-FREEWAY	SH 19	FM 2795, SE	14.4
1242	480.5	314	Paris	FANNIN	US 69	CONSTRUCT SUPER 2	SH 121	HUNT COUNTY LINE	8.9
3097	478.3	315	Paris	RED RIVER	US 82	Widen to 4-Lane Divided Highway	FM 1159	BOWIE COUNTY LINE	17.7
1249	477.1	317	Paris	RED RIVER	US 82	CONSTRUCT SUPER 2	FM 1159	BOWIE COUNTY LINE	17.7
481	475.9	320	Paris	Red River	US 271	ADD 2 LANES TO PROVIDE A 4 LANE FACILITY	BU 271-D, 0.76 MI WEST OF SH 37, S	0.283 MI N OF TRENT LAKE BRIDGE	7.7
461	472.2	325	Paris	Fannin	US 82	WIDEN FROM 2-LANE TO 4-LANE	HONEY GROVE	LAMAR COUNTY LINE	2.6
2005	464.3	341	Paris	Fannin	US 69	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	From BU 69 D	to SH 121	8.7
8	449.9	369	Paris	Rains	US 69	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	FM 2795, SE	0.45 MI N OF SH 182 (WOOD C/L)	1.6
466	439.7	390	Paris	Hopkins	SH 11	UPGRADE TO NON-FREEWAY STANDARDS	HUNT COUNTY LINE	SH 19	14.9
1243	439	393	Paris	FANNIN	US 69	CONSTRUCT SUPER 2	GRAYSON COUNTY LINE	SH 121	4.7
3050	390.1	471	Paris	Franklin	SH 37	Add Passing Lanes	Mt. Vernon City Limits	Wood County Line	15.6

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
476	230.1	620	Paris	Lamar	VA	NEW LOCATION 2-LANE	US 271 AT FM 196 NORTHBOUND	0.214 MI SOUTH	0.2
230	659	43	Pharr	Starr	VA	CONSTRUCT 4 LANE DIVIDED ROADWAY	ON NEW LOCATION EAST OF RGC @ US 8	FM 755	5.7
492	584.3	142	Pharr	Willacy	US 77	CONSTRUCT MAINLANES & OVERPASS	BUSINESS 77	WILLACY/KENEDY COUNTY LINE	5.8
491	568.1	164	Pharr	Starr	VA	CONSTRUCT NEW LOOP AROUND RIO GRANDE CITY/ROMA	ON NEW LOCATION, FM 755	FM 649	10.5
493	508	270	Pharr	Cameron	PR 100	RECONFIGURE PARKING & CONVERT TO 4 LN DIV W/BIKE LANES & SIDEWALKS	PADRE BLVD	4.71 MILES NORTH OF PADRE BLVD	4.7
487	476.1	318	Pharr	Kenedy	US 77	CONSTRUCT MAINLANES & OVERPASSES	NORIAS RD, NORTH	9.6 MILES (ARMSTRONG)	9.6
488	476.1	318	Pharr	Kenedy	US 77	CONSTRUCT MAINLANES & OVERPASSES	WILLACY/KENNEDY COUNTY LINE, NORTH	NORIAS RD	13
485	474.7	321	Pharr	Kenedy	US 77	CONSTRUCT MAINLANES & OVERPASSES	8 MILES S. OF LA PARRA AVE	KENEDY/KLEBERG CL	11.7
227	464.6	339	Pharr	Cameron	CR	CONSTRUCTING NEW CAUSEWAY AT NEW LOCATION	SH 100 (MAINLAND)	PR 100 (SPI)	17.6
486	464.4	340	Pharr	Kenedy	US 77	CONSTRUCT MAINLANES & OVERPASSES	9.6 MILES N. OF NORIAS RD,NORTH	8 MILES S. OF LA PARRA AVE	12.7
490	441.5	386	Pharr	Starr	VA	CONSTRUCT NEW LOOP AROUND RIO GRANDE CITY/ROMA	ON NEW LOCATION, FM 649	1.26MI NW OF US83/LOMA BLANCA INTSE	7.8
489	440.5	389	Pharr	Starr	US 83	CONSTRUCT NEW 4 LANE CONTROLLED ACCESS TOLL FACILITY	2.3 MILES W OF HIDALGO COUNTY LINE	ON NEW LOCATION EAST TO HID CO CL	2.3
507	529.7	226	San Angelo	Kimble	US 83	ADD PASSING LANES	MENARD COUNTY LINE	US 377	13.5
502	529	229	San Angelo	Glasscock	SH 158	WIDEN TO 4-LANE UNDIVIDED	MIDLAND COUNTY LINE	RM 33	17.8
500	506.6	274	San Angelo	Glasscock	SH 158	REHABILITATE AND WIDEN TO 4-LANE DIVIDED	MIDLAND C/L	6.3 MILES WEST OF RM 33	11.5
501	494.5	290	San Angelo	Glasscock	SH 158	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	6.3 MILES WEST OF RM 33	0.210 MI WEST OF RM 33	6.3
513	473.3	323	San Angelo	Menard	US 83	ADD PASSING LANES	SH 29	KIMBLE COUNTY LINE	11.8
506	467.9	330	San Angelo	Kimble	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	KIMBLE/MENARD COUNTY LINE	4.1 MI SOUTH	4.1
516	466.2	334	San Angelo	Runnels	US 83	ADD PASSING LANES	CONCHO COUNTY LINE	US 67 IN BALLINGER	11.4
504	461.8	345	San Angelo	Kimble	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	5.9 MI NORTH OF IH 10	3.2 MI NORTH OF IH 10	2.7
503	456.4	354	San Angelo	Kimble	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	3.2 MI NORTH OF IH 10	IH 10	3.2
510	441.8	384	San Angelo	Menard	US 83	REHAB PAVE & ADD SUPER 2 PASS LANES	CONCHO COUNTY LINE	US 190 NORTH OF MENARD	10.7
505	440.8	388	San Angelo	Kimble	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	4.1 MI SOUTH OF MENARD COUNTY LINE	5.9 MI NORTH OF IH 10	4.9
499	438.2	395	San Angelo	Glasscock	SH 158	ADD SUPER 2 PASSING LANES	RM 33	STERLING COUNTY LINE	13.7
523	431.4	406	San Angelo	Sutton	US 277	ADD PASSING LANES	ST. ANN'S STREET IN SONORA	12.373 MI NORTH OF EDWARDS CO LINE	8.3

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
512	429.2	410	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	INTERSECTION OF US 83 & SH 29	FM 1773	6.4
514	422.9	417	San Angelo	Runnels	US 83	ADD PASSING LANES	SH 153 IN WINTERS	5.6 MILES SOUTH OF SH 153	5.6
515	422	419	San Angelo	Runnels	US 83	ADD PASSING LANES	5.6 MILES SOUTH OF SH 153	RUNNELS COUNTY ROAD 261	7.7
3077	415.2	426	San Angelo	Sutton	US 277	WIDEN TO 4-LANE UNDIVIDED HIGHWAY	ST. ANN'S STREET IN SONORA	12.373 MI NORTH OF EDWARDS CO LINE	8.3
521	413.8	429	San Angelo	Sterling	SH 158	ADD SUPER 2 PASSING LANES	GLASSCOCK COUNTY LINE	US 87	14.9
494	411.1	433	San Angelo	Concho	US 83	ADD PASSING LANES	13.0 MILES NORTH OF FM 2402	RUNNELS COUNTY LINE	11.4
498	411	434	San Angelo	Glasscock	SH 158	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	10.0 MILES WEST OF STERLING C/L	STERLING C/L	10
509	405.4	439	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	MENARD/CONCHO COUNTY LINE	RM 3463	5.3
497	404.9	440	San Angelo	Glasscock	SH 158	REHABILITATE AND WIDEN TO 4-LANE DIVIDED	0.286 MI EAST OF RM 33	10.0 MILES WEST OF STERLING C/L	3.7
495	396.1	457	San Angelo	Concho	US 83	ADD PASSING LANES	FM 2402 NORTH OF EDEN	13.0 MILES NORTH OF FM 2402	14.2
511	395.4	458	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	FM 1773	MENARD/KIMBLE COUNTY LINE	5.1
519	385.9	482	San Angelo	Sterling	SH 158	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	5.1 MILES EAST OF GLASSCOCK C/L	GLASSCOCK C/L	5.1
520	380.5	489	San Angelo	Sterling	SH 158	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	4.75 MILES WEST OF US 87	5.1 MILES EAST OF GLASSCOCK C/L	4.8
524	379.5	492	San Angelo	Sutton	US 277	ADD PASSING LANES	12.373 MI NORTH OF EDWARDS CO LINE	EDWARDS COUNTY LINE	12.4
41	370.9	504	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	MENARD	BEGINNING OF DIVIDED SECTION	1.1
42	362.2	508	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	RM 3463	0.094 MILES SOUTH OF US 190	5.5
43	345.9	523	San Angelo	Sterling	SH 158	RECONSTRUCT AND WIDEN TO 4 LANE DIVIDED	4.75 MI WEST OF US 87	US 87	4.8
3078	328.5	539	San Angelo	Sutton	US 277	WIDEN TO 4-LANE UNDIVIDED HIGHWAY	12.373 MI NORTH OF EDWARDS CO LINE	EDWARDS COUNTY LINE	12.4
508	295.9	578	San Angelo	Kimble	US 290	WIDEN ROADWAY TO 4-LANE DIVIDED	IH 10	GILLESPIE COUNTY LINE	14.6
496	255.2	613	San Angelo	Edwards	US 277	ADD PASSING LANES	SUTTON COUNTY LINE	VAL VERDE COUNTY LINE	9.3
1277	244.8	615	San Angelo	REAL	US 83	WIDEN TO PROVIDE PASSING LANES	15.9 MI S OF KERR/REAL COUNTY LINE	FM 337	12
1278	242.9	617	San Angelo	REAL	US 83	WIDEN TO PROVIDE PASSING LANES	FM 337	REAL/UVALDE COUNTY LINE	6.9
1276	235	618	San Angelo	REAL	US 83	WIDEN TO PROVIDE PASSING LANES	KERR/REAL COUNTY LINE	15.9 MI SOUTH OF KERR/REAL C/L	15.9
1272	210.4	628	San Angelo	KIMBLE	US 83	WIDEN TO PROVIDE PASSING LANES	IH 10	KIMBLE/KERR COUNTY LINE	10.8
3076	174.9	635	San Angelo	Edwards	US 277	WIDEN TO 4-LANE UNDIVIDED HIGHWAY	SUTTON COUNTY LINE	VAL VERDE COUNTY LINE	9.3

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RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1274	171.3	636	San Angelo	EDWARDS	US 83	WIDEN TO PROVIDE PASSING LANES	NORTH KERR/EDWARDS COUNTY LINE	SOUTH KERR/EDWARDS COUNTY LINE	3.5
1261	741	3	San Antonio	COMAL	FM 725	EXPAND FROM 2 TO 4 LANE DIVIDED	IH 35	GUADALUPE/COMAL COUNTY LINE	1.1
138	707.3	11	San Antonio	Comal	LP 337	EXPAND FROM 2 TO 4 LANE DIVIDED	0.852 MI EAST OF SH 46	HILLCREST DRIVE	4.8
536	673.8	23	San Antonio	Guadalupe	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	BEXAR/GUADALUPE COUNTY LINE	1.7 MI S OF GUADALUPE RIVER	9.2
1267	672	26	San Antonio	COMAL	SH 46	EXPAND FROM 2 TO 4 LANE DIVIDED	KENDALL/COMAL COUNTY LINE	US 281	8.8
1262	656.9	45	San Antonio	GUADALUPE	FM 725	EXPAND FROM 2 TO 4 LANE DIVIDED	COMAL/GUADALUPE COUNTY LINE	FM 78	7.6
539	654.7	48	San Antonio	Guadalupe	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	1.7 MI S OF THE GUADALUPE RIVER	US 90 EAST OF SEGUIN	8.4
1266	647.6	55	San Antonio	KENDALL	SH 46	EXPAND FROM 2 TO 4 LANE DIVIDED	US 87 IN BOERNE	COMAL/KENDALL COUNTY LINE	11.7
538	636.8	67	San Antonio	Guadalupe	SH 123	EXPAND 2 TO 4 LANES DIVIDED	FM 466	WILSON/GUADALUPE COUNTY LINE	13.1
1268	633.1	72	San Antonio	COMAL	SH 46	EXPAND FROM 2 TO 4 LANE DIVIDED	US 281	1.2 MI E OF FM 3009	9.7
527	630.3	77	San Antonio	Atascosa	IH 35	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	ATASCOSA/ MEDINA COUNTY LINE	ATASCOSA/ BEXAR COUNTY LINE	2.5
549	628.6	82	San Antonio	Medina	IH 35	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	SH 173	MEDINA/ATASCOSA COUNTY LINE	8
544	624.7	91	San Antonio	Kendall	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	US 87 SOUTH "Y"	BEXAR/KENDALL COUNTY LINE	2.7
1260	624	92	San Antonio	COMAL	FM 306	EXPAND FROM 2 TO 4 LANE DIVIDED	FM 2673	0.5 MI NORTH OF HUNTER ROAD	9.8
531	618	104	San Antonio	Comal	LP 337	EXPAND FROM 2 TO 4 LANE DIVIDED	SH 46, SOUTHERLY	IH 35	3
548	611.6	112	San Antonio	Kerr	SH 27	WIDEN ROADWAY TO PROVIDE PASSING LANES AND OPERATIONAL IMPROVEMENTS	SPUR 100	FM 1350	8.7
541	579.9	150	San Antonio	Kendall	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	US 87 AT NORTH "Y"	CIBOLO CREEK	0.6
543	578.6	151	San Antonio	Kendall	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	CIBOLO CREEK	US 87 AT SOUTH "Y"	4.2
528	574.9	154	San Antonio	Atascosa	IH 37	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	US 281	ATASCOSA/BEXAR COUNTY LINE	15
1281	556	193	San Antonio	UVALDE	US 83	WIDEN TO PROVIDE PASSING LANES	US 90	ZAVALA/UVALDE COUNTY LINE	9.3
1271	550.6	199	San Antonio	Comal	FM 3351	EXPAND FROM 2 TO 4 LANE DIVIDED	KENDALL /COMAL COUNTY LINE	BEXAR /COMAL COUNTY LINE	3.1
3059	534.6	223	San Antonio	Comal	FM 1863	Add Passing Lanes	Mission Valley Rd	US 281	14.5
1265	525.4	236	San Antonio	BANDERA	SH 16	EXPAND FROM 2 TO 4 LANE DIVIDED	SH 173	FM 1283	9
1264	514.8	257	San Antonio	BANDERA	SH 16	EXPAND FROM 2 TO 4 LANE DIVIDED	FM 1283	MEDINA/BANDERA COUNTY LINE	8.1

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1269	504.4	280	San Antonio	COMAL	SH 46	EXPAND FROM 2 TO 4 LANE DIVIDED	1.2 MI E OF FM 3009	0.25 MI W OF RANGE RD	3.1
3056	473.2	324	San Antonio	Comal	FM 306	Add Passing Lanes	FM 2673	US 281	18.4
1263	467.6	332	San Antonio	MEDINA	SH 16	EXPAND FROM 2 TO 4 LANE DIVIDED	BANDERA/MEDINA COUNTY LINE	BEXAR/MEDINA COUNTY LINE	2.7
556	456	355	San Antonio	Wilson	SH 123	EXPAND 2 TO 4 LANES DIVIDED	GUADALUPE/WILSON COUNTY LINE	B 87 IN STOCKDALE	9.9
1270	450.6	367	San Antonio	Kendall	FM 3351	EXPAND FROM 2 TO 4 LANE DIVIDED	SH 46	COMAL/KENDALL COUNTY LINE	3.7
550	403.8	443	San Antonio	Uvalde	US 90	EXPAND 2 TO 4 LANES DIVIDED	KINNEY CO LINE	FM 481	18.6
540	394.4	460	San Antonio	Guadalupe	FM 1044	CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION	COMAL COUNTY LINE	EXISTING FM 1044/WEIL ROAD	2.4
137	376.6	496	San Antonio	Comal	FM 1044	CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION	IH 35/ RUECKLE RD	GUADALUPE COUNTY LINE	1.1
558	372	503	San Antonio	Wilson	SH 123	EXPAND 2 TO 4 LANES DIVIDED	KARNES/WILSON COUNTY LINE COUNTY L	B 87 IN STOCKDALE	11.7
1280	360.7	510	San Antonio	UVALDE	US 83	WIDEN TO PROVIDE PASSING LANES	1.65 MI N OF FM 1051	US 90	21.3
1279	272.1	597	San Antonio	UVALDE	US 83	WIDEN TO PROVIDE PASSING LANES	REAL/UVALDE COUNTY LINE	1.65 MI N OF FM 1051	11.4
1273	256.2	607	San Antonio	KERR	US 83	WIDEN TO PROVIDE PASSING LANES	KIMBLE/KERR COUNTY LINE	EDWARDS/KERR COUNTY LINE	6.4
1275	256.2	607	San Antonio	KERR	US 83	WIDEN TO PROVIDE PASSING LANES	EDWARDS/KERR COUNTY LINE	REAL/KERR COUNTY LINE	8
59	723.4	6	Tyler	Anderson	US 79	WIDEN TO 4 LANE DIVIDED RURAL (DEPRESSED MEDIAN)	1.6 MI SW OF LP 256 IN PALESTINE, S	0.4 MI SW OF FM 645	5.3
61	717.7	7	Tyler	Cherokee	US 79	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	2.7 MI W OF SH 110, W	0.1 MI E OF SH 204 IN JACKSONVILLE	4.9
77	694.3	16	Tyler	Smith	IH 20	FEASIBILTY STUDY FOR ADDING MANAGED LANES TO IH 20 IN THE TYLER DISTRICT	ON IH 20 FROM THE KAUFMAN C/L, E	THE HARRISON C/L	83.4
573	671.7	27	Tyler	Rusk	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	0.4 MI SW OF LP 571 (CR 403), SW	1.5 MI NE OF SH 42	5.8
563	668.9	30	Tyler	Anderson	US 79	WIDEN TO 4 LANE DIVIDED RURAL (DEPRESSED MEDIAN)	0.4 MI SW OF FM 645	0.7 MI W OF SH 294	3.3
566	662.1	36	Tyler	Cherokee	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.2 MI NE OF FM 747, SW	ANDERSON C/L AT NECHES RIVER	9.5
65	654	49	Tyler	Cherokee	US 69	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED CURB & GUTTER ROADWAY	2.0 MI N OF FM 1247,NEAR WELLS,S	0.9 MI S OF FM 1247 (ANGELINA C/L)	2.9
64	642.6	61	Tyler	Cherokee	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	2 MI NW OF FM 855 (ANDERSON C/L) SE	FM 347, IN JACKSONVILLE	10.6
567	639.5	64	Tyler	Cherokee	US 79	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	0.8 MI E OF SH 110, W	2.7 MI W OF SH 110 IN NEW SUMMERFLD	3.5
76	628.2	84	Tyler	Rusk	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.5 MI NE OF SH 42, SW	CHEROKEE C/L	6.4
57	627.1	86	Tyler	Anderson	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	2.8 MI NE OF FM 2574, SW	0.5 MI NE OF LP 256 IN PALESTINE	9

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
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60	572.5	159	Tyler	Anderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL W/FLUSH MEDIDAN	0.4 MI SE OF SH 155, SE	CHEROKEE C/L AT NECHES RIVER	3.8
63	564.9	169	Tyler	Cherokee	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.3 MI N OF FM 2274(S)	(RUSK C/L),S	5.8
569	564.7	171	Tyler	Henderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL W/DEPRESSED MEDIAN	1.4 MI S OF FM 804 (CR 4712), SE	1.1 MI E OF LP 60E, AT LARUE	5.4
3061	564.7	173	Tyler	Van Zandt	SH 19	Widen to 4-Lane Divided Highway	Van Zandt Countly Line	IH 20	14
70	564.1	175	Tyler	Henderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	1.1 MI E OF LP 60E @ LARUE	1.9 MI SE OF FM 315 (ANDERSON C/L)	5.7
572	563.9	176	Tyler	Henderson	SH 334	REPLACE EXISTING 2-LN FACILITIES W/4-LN STRUCTURES	W END PERSIMMON CRK BR(IN 7 PTS), E	E END CEDAR CRK BR, IN GUN BARL CTY	1.6
58	562.6	181	Tyler	Anderson	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	CHEROKEE C/L AT NECHES RIVER, SE	2.8 MI NE OF FM 2574	4.1
1291	562.1	182	Tyler	Smith	US 69	CONSTRUCT 2 LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION (ULTIMATE 4-LANE FACILITY) (TOLL)	US 69, NORTH OF LINDALE, S	IH 20 AT LP 49 (LP 49 EXTENSION)	5.2
69	558.3	187	Tyler	Henderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	0.1 MI SE OF FM 804, SE	CR 4712 (END OF C-S)	1.3
562	550.1	202	Tyler	Anderson	US 175	RECONSTR AS 4-LANE DIVIDED RURAL W/ FLUSH MEDIAN	1.9 MI S OF FM 315 (HENDERSON C/L)	0.5 MI NW OF SH 155 AT FRANKSTON	3.3
78	528	230	Tyler	Smith	FM 2493	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	FM 346 IN FLINT, S	0.3 MI S OF FM 344 (CHEROKEE C/L)	5.2
71	519.9	251	Tyler	Henderson	SH 198	RECONSTRUCT AS 4-LN DIVIDED URBAN FACILITY W/FLUSH MEDIAN	CANEY CRK BR(.6 MI S OF FM01214),S	1.0 MI N OF SH 31 IN MALAKOFFF	1.6
73	513.7	260	Tyler	Henderson	SH 334	RECONSTRUCT AS 4 LANE DIVIDED URBAN (FLUSH MEDIAN)	SH 198, E	US 175 IN GUN BARREL CITY	4.1
75	505.2	277	Tyler	Rusk	SH 64	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	0.2 MI E OF FM 15 (SMITH C/L), E	WCL OF HENDERSON, 0.2 MI W OF SL 571	9.4
79	489.5	297	Tyler	Smith	SH 64	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	SH 135, IN ARP, SE	0.16 MI SE OF 15 (SMITH C/L)	4.4
68	484.2	307	Tyler	Gregg	SH 135	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY	1.8 MI N OF FM 1252 IN LIBRTY CTY,N	US 271, IN GLADEWATER	4.5
72	469.4	329	Tyler	Henderson	SH 198	RECONSTRUCT AS 4 LN DIVIDED URBAN FACILITY W/FLUSH MEDIAN	CLEAR CRK BR (.6 MI N OF RM 3054),S	CANEY CRK BR (.3 MI S OF FM 1214)	1.7
565	427.7	413	Tyler	Cherokee	FM 2493	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	0.3 MI S OF FM 344 (SMITH C/L)	US 69 NEAR BULLARD	1.4
571	367.6	505	Tyler	Henderson	SH 198	REPLACE EXISTING STRUCTURE	AT CLEAR CRK BR, 1 MI N OF RM 3054	STR# 026, CEDAR CREEK RESERVOIR	0.3
74	304.2	567	Tyler	Rusk	LP 571	CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION (PH 1 OF 4 LN DIVIDED HIGHWAY)	US 79, SW OF HENDERSON, SE & E	US 259, S OF HENDERSON	3
54	620.2	95	Waco	Hill	SH 22	WIDEN FROM TWO LANE TO 4 LANE WITH LEFT TURN LANE	SH 81 IN HILLSBORO	0.9 MI EAST	0.9

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
56	610	115	Waco	Hill	SH 31	CONSTRUCT SUPER 2 NEW LOCATION BYPASS OF HUBBARD	CR 3344	NAVARRO CO LINE	7.9
586	602.6	124	Waco	Limestone	US 84	WIDEN FROM TWO LANE TO FOUR LANE DIVIDED	FM 1365	1.05 MI E OF FM 1365 (MEXIA C/L)	1
1306	532.9	224	Waco	LIMESTONE	SH 14	ADD PASSING LANES	FREESTONE COUNTY LINE	TO ROBERTSON CO LN	41.2
580	524.6	237	Waco	Falls	US 77	PLANING, SURFACING, ADD PASSING LANES	MCLENNAN CO LINE	FM 935	9
578	505.3	276	Waco	Coryell	SH 36	WIDEN TO FOUR LANE DIVIDED FREEWAY	LEON RV (N FT HOOD)	FM 1829	5.2
52	501.4	284	Waco	Hill	SH 22	REHABILITATE ROADWAY AND ADD PASSING LANES	FM 933	SH 171	12.5
581	487.6	303	Waco	Falls	US 77	PLANING, SURFACING, ADD PASSING LANES	FM 935	FM 431	7.8
1308	484	308	Waco	Limestone	US 84	ADD PASSING LANES	MCLENNAN COUNTY LINE	FREESTONE COUNTY LINE	27.4
55	481.4	312	Waco	Hill	FM 933	WIDEN FROM TWO LANES TO FOUR LANES WITH CONTINUOUS LEFT TURN LANE	FM 2604	FM 1713	2.9
47	480.6	313	Waco	Coryell	FM 116	ADD PASSING LANES AND 10' SHOULDERS	SH 9	US 84	17
1302	462.5	343	Waco	Coryell	SH 36	WIDEN TO FOUR LANE DIVIDED FREEWAY	FM 1829	SH 236	8.1
583	460.4	348	Waco	Hamilton	US 281	UPGRADE OF A NON-FREEWAY FACILITY	0.8 MI N OF SH 36	SH 36	0.8
1307	455	357	WACO	LIMESTONE	SH 164	ADD PASSING LANES	MCLENNAN COUNTY LINE	FREESTONE COUNTY LINE	31.2
1305	452.7	362	WACO	BOSQUE	SH6	ADD PASSING LANES	FM 217 NORTH OF VALLEY MILLS	SH 22 IN MERIDIAN	20.8
577	441.4	387	Waco	Coryell	SH 36	REHABILITATE ROADWAY AND ADD PASSING LANES	BU 36E IN GATESVILLE	FM 217 IN JONESBORO	12.3
48	427.6	414	Waco	Coryell	SH 36	WIDEN TO FOUR LANE DIVIDED HIGHWAY	BELL CO LINE	SH 236	0.8
1300	424.6	415	Waco	Hill	VA	CONSTRUCT STATE HIGHWAY ON NEW LOCATION FOR SH 22 RELIEF ROUTE NORTHEAST OF WHITNEY	SH 22	FM 933	1.8
585	417.5	422	Waco	Hill	VA	CONSTRUCT STATE HIGHWAY ON NEW LOCATION FOR SH 22 RELIEF ROUTE NORTH OF HILLSBORO	SH 171 E OF HILLSBORO	FM 309 W OF HILLSBORO	5.8
2007	413	431	Waco	Falls	SH 7	CONSTRUCT GRADE SEPARATION AT RR IN MARLIN	BU 6N	1 MILE EAST OF BU 6N	1
584	411.7	432	Waco	Hamilton	US 281	UPGRADE OF A NON-FREEWAY FACILITY	SH 36	0.9 MI S OF SH 36	0.9
2006	386.7	481	Waco	Falls	SH 6	CONSTRUCT CONTINUOUS ONE-WAY SOUTHBOUND FRONTAGE ROAD AND REALIGN RAMPS	FM 147	SH 7	1.2
50	380.4	490	Waco	Hamilton	US 281	REHAB ROADWAY AND ADD PASSING LANES	SOUTH HAMILTON C/L	US 84 IN EVANT	14.5
51	361	509	Waco	Hamilton	US 281	ADD PASSING LANES	HICO CITY LIMIT	HAMILTON CITY LIMIT	18.9
1304	318.6	550	Waco	Coryell	VA	CONSTRUCT STATE HIGHWAY ON NEW LOCATION	FM 1690 IN LAMPASSAS COUNTY	FM 580	9.9
1303	312.2	557	Waco	Limestone	VA	CONSTRUCT STATE HIGHWAY ON NEW LOCATION	SH 7	FM 2954 IN ROBERTSON COUNTY	5.5

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1301	308.4	565	Waco	Hamilton	VA	CONSTRUCT STATE HIGHWAY ON NEW LOCATION FOR US 281 RELIEF ROUTE NORTH OF HAMILTON.	2.00 miles west of City of Hamilton	2.00 miles east of City of Hamilton	8.5
582	255.8	610	Waco	Hamilton	US 84	ADD PASSING LANES	MILLS CO LINE	US 281 IN EVANT	9.6
593	636.6	68	Wichita Falls	Cooke	IH 35	WIDENING OF A FREEWAY FACILITY	DENTON COUNTY LINE	0.2 MILES SOUTH OF US 82	15.2
592	619	98	Wichita Falls	Cooke	IH 35	WIDENING OF A FREEWAY FACILITY	RED RIVER BRIDGE	0.2 MILES SOUTH OF US 82	6.4
594	604.6	121	Wichita Falls	Cooke	VA	GRADING, CONCRETE PAVEMENT AND STRUCTURES	ON IH 35 AT TEXAS/OKLAHOMA STATE LN	EXIT 1 IN OKLAHOMA	1
591	591.8	134	Wichita Falls	Cooke	IH 35	WIDENING OF A FREEWAY FACILITY	ON IH 35 AT THE RED RIVER BRIDGE	.	0.2
1310	460.9	347	Wichita Falls	Wichita	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	ARCHER COUNTY LINE	0.7 MILES WEST OF FM 369	4.4
13	404.5	442	Wichita Falls	Clay	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	US 287	MONTAGUE CL	14
11	394.6	459	Wichita Falls	Baylor	US 277	UPGRADE TO 4 LANE FACILITY	KNOX COUNTY LINE	2.155 MILES WEST OF US 183	11.3
14	378.6	494	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	NOCONA, WEST	NEAR FM 1816	5.7
587	337.8	534	Wichita Falls	Archer	US 277	UPGRADE TO 4 LANE DIVIDED FACILITY	2.083 MILES WEST OF FM 2846	1.69 MILES WEST OF SH 25	5.3
9	335.2	535	Wichita Falls	Archer	US 277	UPGRADE TO 4 LANE DIVIDED FACILITY	1.69 MILES WEST OF SH 25	0.795 MILES EAST OF FERGUSON ROAD	5.9
595	334.8	536	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	0.5 MI EAST OF US 81	NEAR FM 1816	5.8
1311	328.4	540	Wichita Falls	Archer	US 281	UPGRADE TO SUPER 2	SH 25	JACK COUNTY LINE	8.7
15	313	555	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	CLAY C/L	APPROX 0.5 MI. E OF US 81 (RINGGOLD	2.8
1312	255.8	609	Wichita Falls	Baylor	US 82	UPGRADE TO SUPER 2	KNOX COUNTY LINE	BU 183 B	12.6
99	729.7	4	Yoakum	Austin	IH 10	ADD LANES FOR 6-LANE FACILITY	COLORADO C/L	FM 3538	8.9
601	708.8	10	Yoakum	Austin	IH 10	ADD TWO LANES FOR 6 LANE FACILITY	BRAZOS RIVER	SH 36 IN SEALY	7.2
107	670.9	28	Yoakum	Colorado	IH 10	ADD LANES FOR 6-LANE FACILITY	SH 71	COLORADO RIVER BRIDGE	2.7
108	669.2	29	Yoakum	Colorado	IH 10	ADD LANES FOR 6-LANE FACILITY	COLORADO RIVER BRIDGE	AUSTIN C/L	13.7
103	665.4	34	Yoakum	Austin	SH 36	CONSTRUCT 4-LANE DIVIDED FACILITY	IH 10	CR 380	4.5
118	659.3	41	Yoakum	Wharton	BU 59-R	WIDEN TO 4 LANE DIVIDED	US 59	NORTH OF JOAN STREET IN WHARTON	1.8
3066	659.2	42	Yoakum	Colorado	US 90A	Add Two-Way Left turn lanes	SH 71	Eagle Lake	6.9
596	645.7	57	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	ALLENS CREEK IN SEALY	CR 380 (MIXVILLE ROAD)	4.1
611	619.7	97	Yoakum	Jackson	US 59	UPGRADE TO RURAL FREEWAY	FM 710	SH 111	9.4
604	618.2	102	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE UNDIVIDED	LEE C/L	SH 71 NORTH OF LAGRANGE	11.7
98	618.2	103	Yoakum	Austin	IH 10	RECONSTRUCT RAMPS & ADD FRONTAGE ROAD	REXVILLE ROAD	SH 36	1.3
598	613.5	110	Yoakum	Austin	SH 36	CONSTRUCT 4 LANE DIVIDED FACILITY	CR 380	1.0 MI NORTH OF WALLIS	5
599	610.6	113	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	CR 380 (MIXVILLE ROAD)	FM 1093	6
121	600.4	126	Yoakum	Wharton	SH 71	ADD 2 LANES FOR 4 LANE DIVIDED URBAN SECTION	FIRST ST	US 59 LP IN EL CAMPO	1.2
104	598.9	128	Yoakum	Austin	SH 36	ADD 2 LANES FOR 4-LANE DIVIDED FACILITY	WASHINGTON C/L	SH 159	10.8

Texas Rural Transportation Plan - Preliminary Project Rankings by District									
RTP ID	Score	Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
610	596.2	131	Yoakum	Jackson	US 59	UPGRADE TO RURAL FREEWAY	SH 111	VICTORIA C/L	9.3
102	585.7	140	Yoakum	Austin	SH 36	ADD 2 LANES FOR 4-LANE DIVIDED HIGHWAY	1.0 MI. N. OF WALLI	FT. BEND C/L	4.1
615	577.7	152	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	FT. BEND C/L	CANEY CREEK	9.9
609	570.7	160	Yoakum	Gonzales	US 183	ADD 2 LANES FOR 4-LANE DIVIDED FACILITY	CALDWELL C/L	0.29 MI. NORTH OF BU 183	10.5
97	569.7	162	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	WASHINGTON COUNTY LINE	SH 159 NORTH OF BELLVILLE	10.9
600	563.5	179	Yoakum	Austin	IH 10	RECONSTRUCT RAMPS & ADD FRONTAGE ROADS	SH 36	BNSF RAILROAD	0.2
607	550.2	201	Yoakum	Fayette	US 77	REPLACE 3 UNDERPASSES & APPRS.	AT UPRR, N. & S. MAIN UNDERPASSES	STR #0269-01-001, 036 AND 037	0.2
109	547.9	206	Yoakum	Colorado	SH 71	CONSTRUCT GRADE SEPARATION INTERCHANGE	0.5 MI. NORTH OF US 90A	0.16 MI. NORTH OF US 90A	0.3
3065	535.3	221	Yoakum	Colorado	US 90A	Add Two-Way Left turn lanes	Eagle Lake	FM 2764	3.8
116	520.8	248	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4 LANE DIVIDED HIGHWAY	FM 318	FM 531	9.5
613	520.1	250	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4-LANE UNDIVIDED	FAYETTE C/L	1.0 MI. NORTH OF HALLETTSVILE C-L	11.6
115	519.2	253	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	FM 531	0.9 MI N OF SH 111	5.6
614	513.2	261	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	FM 1163	JACKSON C/L	12.8
602	492.5	292	Yoakum	Colorado	SH 71	CONSTRUCT GRADE SEPARATION INTERCHANGE	0.16 MI. NORTH OF US 90A	0.5 MI. SOUTH OF US 90A	0.7
605	491.5	294	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	1.0 MI. NORTH OF FM 2436	1.03 MI. SOUTH OF FM 2436	2
101	478.1	316	Yoakum	Austin	SH 36	CONSTRUCT 2 LANES OF ULTIMATE 4 LANE FACILITY	SH 36 N OF BELLVILLE	SH 36 S OF BELLVILLE	6
120	470.4	328	Yoakum	Wharton	FM 1301	EXTEND ROAD ON NEW LOCATION	SH 60 IN WHARTON	US 59	1.8
113	446.3	375	Yoakum	Fayette	US 77	CONSTRUCT 2 LANE UNDIVIDED RURAL SECTION	INT US 77 NEAR HOSTYN, NW	SH 71 W OF FM 609	4.8
123	446.2	376	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	CANEY CREEK	FM 1163	15.5
122	445.7	378	Yoakum	Wharton	US 59	CONSTRUCT FRONTAGE ROAD	0.17 MI. WEST OF SH 71	0.12 MI. EAST OF FM 1163	0.7
606	438.6	394	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	1.03 MI. SOUTH OF FM 2436	IH 10 IN SCHULENGURG	9.7
612	392.3	467	Yoakum	Lavaca	US 77	CONSTRUCT 2 LANES OF UTLTIMATE 4 LANE FACILITY	NORTH OF HALLETTSVILLE	SOUTH OF HALLETTSVILLE	7
597	376.3	497	Yoakum	Austin	SH 36	CONSTRUCT RELIEF ROUTE AROUND SEALY	SH 36 NORTH OF SEALY	SH 36 SOUTH OF SEALY	5.3
106	346.8	520	Yoakum	Calhoun	SH 185	CONSTRUCT OVERPASS AT SH 35	.8 MI SOUTH OF SH 35	1.2 MI NORTH OF SH 35	2
3070	346.1	522	Yoakum	DeWitt	US 183	Add Passing Lanes	US 87	Goliad County Line	10.2
117	321.8	547	Yoakum	Matagorda	SH 35	CONSTRUCT 2 LANE RURAL HIGHWAY ON NEW LOCATION	SH 35 NE OF BAY CITY	SH 35 W OF BAY CITY	11.4
603	311.9	558	Yoakum	DeWitt	US 87	REPLACE BRIDGE AND APPROACHES	AT GUADALUPE RIVER	STR # 0143-08-037	0.3

6
2011 Urban Mobility Report

6

6

2011 Urban Mobility Report

The table on the next page gives a summary of delay costs in time and dollars in urban areas as reported by the Texas Transportation Institute.

Note the wasted fuel, cost per commuter for travel delay, and the "28 Year Travel Delay per Auto Commuter." Review the effect on specific communities.

The Texas Transportation's 2011 Urban Mobility Report can be found at
http://tti.tamu.edu/documents/mobility-report-2011.pdf

The Texas Transportation Institute's 2011 Urban Mobility Report shows the increase in time and cost to the public due to travel delay caused by congestion.

Urban Area	What congestion means to you, 2010									What this means to your town, 2010			
	Yearly Delay per Auto Commuter		Travel Time Index		Excess Fuel per Auto Commuter		Congestion Cost per Auto Commuter		28 Year Travel Delay per Auto Commuter (Hrs)		Travel Delay	Excess Fuel Consumed	Truck Congestion Cost	Total Congestion Cost
	Hours	Rank	Value	Rank	Gallons	Rank	Dollars	Rank	1982	2010	(1000 Hrs)	(1000 Gal)	($ million)	($ million)
Houston	57	4	1.27	6	28	4	1,171	4	24	57	153,391	76,531	688	3,203
Dallas-Fort Worth-Arlington	45	10	1.23	16	22	7	924	11	7	45	163,585	80,587	666	3,365
Austin	38	15	1.28	3	10	27	743	23	9	38	31,038	8,425	119	617
San Antonio	30	34	1.18	26	9	31	591	35	4	30	30,207	8,883	105	593
El Paso TX-NM	21	60	1.16	37	4	66	427	60	3	21	10,452	1,971	52	214
McAllen TX	7	101	1.1	56	1	100	125	101	1	7	2,598	475	9	50
Beaumont TX	22	57	1.08	73	4	66	445	58	5	22	3,814	615	17	77
Brownsville TX	15	83	1.04	99	2	89	321	81	1	15	2,323	326	15	50
Laredo TX	12	93	1.07	79	2	89	264	91	1	12	2,041	378	15	46
Corpus Christi TX	10	96	1.07	79	2	89	194	98	5	10	2,432	469	13	50

The increase in delay and resulting wasted gallons of fuel and total cost over the past 30 years is significant.

Note gallons of fuel wasted.

Note congestion cost.

Note the increase in travel delay per auto commuter

7
Future Mobility in Texas 2010

7

Future Mobility in Texas 2010

The Road Information Program (TRIP, founded in 1971) is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP promotes transportation policies that relieve traffic congestion, improve road and bridge conditions, improve air quality, make surface travel safer and enhance economic productivity. An excerpt from TRIP's 2010 report Future Mobility in Texas is provided below.

TRIP estimates that Texas' roadways that lack some desirable safety features, have inadequate capacity to meet travel demands or have poor pavement conditions cost the state's drivers approximately $22.6 billion annually in the form of traffic crashes, additional vehicle operating costs and congestion-related delays.

TRIP has calculated the cost to motorists of driving on roads that are deteriorated, congested and lack some desirable safety features in Austin, Dallas/Fort Worth, El Paso, Houston and San Antonio. The following chart shows the cost breakdown for these areas.

Area	VOC*	Congestion	Safety	TOTAL
Austin	$322	$812	$259	$1,393
Dallas / Fort Worth	$539	$1,077	$353	$1,969
El Paso	$396	$382	$248	$1,026
Houston	$438	$1,112	$328	$1,878
San Antonio	$549	$765	$296	$1,610
STATEWIDE	**$5.3 billion**	**$10.8 billion**	**$6.5 billion**	**$22.6 billion**
*VOC -Vehicle Operating Costs				

The report can be found at the following link:
http://www.tripnet.org/docs/Texas_TRIP_Report_Nov_2010.pdf

8
Pavement Conditions

Pavement Conditions

a. **Pavement Condition Projections Center for Transportation Research (CTR)**—The Center for Transportation Research's (CTR) Texas Pavement Preservation Center predicted pavement conditions underfunding as presented in TxDOT's 2013 10 year Unified Transportation Plan.

   According to CTR, by 2022 pavement conditions will be 30% worse under current funding compared to conditions under the proposed $1.75 billion annual amount. While under both funding scenarios pavement conditions worsen, underfunding (current known funding levels) will increase total costs for pavement preservation and restoration an additional $6.5 billion.

   If funding for maintenance is insufficient, the taxpayers will end up paying an additional $6.5 billion to restore pavement conditions and endure significantly reduced pavement conditions.

b. **Energy Sector Road Damage**—The recent oil and gas field traffic, as well as ongoing wind energy traffic, has had a significant impact to the condition of the highway system. The impact of this traffic has turned some paved roads to gravel roads. In addition, traffic accidents have increased. TxDOT and industry have been discussing the impacts and resolution through and Energy Sector Task Force. Preliminary projections are that the funding needs are $100 million to $270 million per year. Total additional funding needs may exceed $1.5 billion.

PAVEMENT CONDITION AND MAINTENANCE NEEDS SCENARIO ANALYSIS

RANDY MACHEMEHL
ZHANMIN ZHANG

CENTER FOR TRANSPORTATION RESEARCH

BUREAU OF ENGINEERING RESEARCH
THE UNIVERSITY OF TEXAS AT AUSTIN

MAY 2012

The Center for Transportation Research performed an analysis comparing pavement conditions and needs under current known funding (TxDOT's 2013 UTP) to a proposed $1.75 billion per year funding. Using the currently projected funding (TxDOT's 2013 UTP) scenario, the 86.6% Good or better percentage in 2011 would decrease to 77.3% in 2016 and 43.2% by 2022. The currently projected annual funding for pavement maintenance in nominal dollars is approximately $1.2 billion per year for the next 10 years and varies only slightly across the years since no changes in existing funding mechanisms were assumed.

CTR analyzed the effects of a future pavement maintenance-funding scenario that would provide $1.75 billion annually for the next 10 years. In order to enable comparison to the currently projected funding scenario, the same procedures were used and funding was assumed to be $1.75 billion annually in nominal dollars. The $1.75 billion per year would produce good or better percentages of 83% in 2016 61% by 2022. The change in the fraction of the pavement system with good or better pavement scores for the currently projected funding and the $1.75 billion annual funding is illustrated in Figure 1.

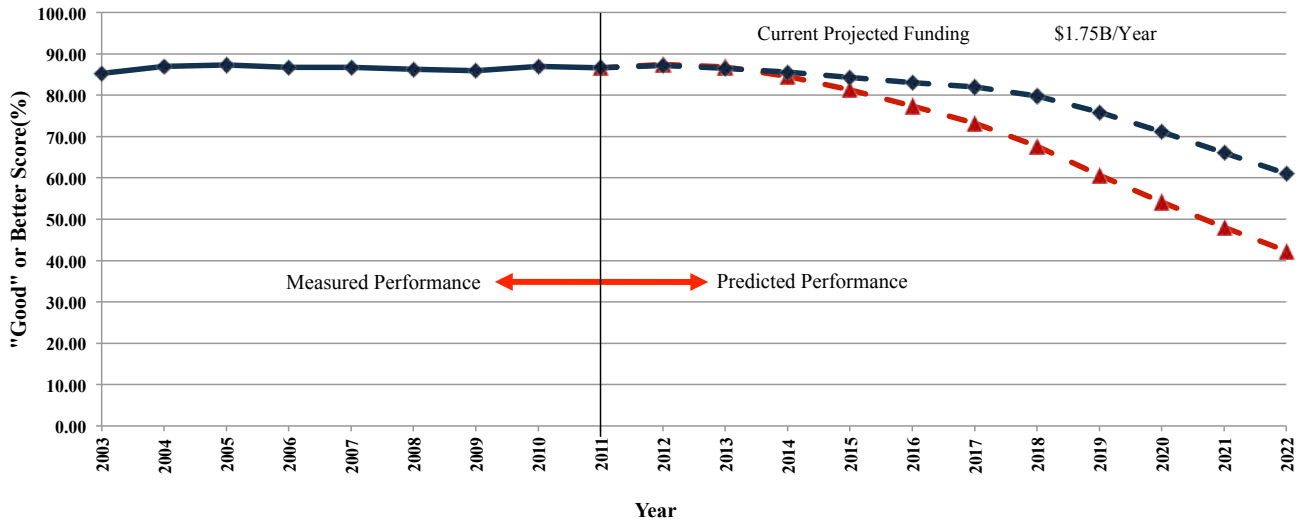


Figure 1. Percentage of pavement system with good or better condition score for the currently projected funding and $1.75 billion annual funding scenarios

Compared to the currently projected funding scenario, the $1.75 billion in annual maintenance funding would save highway users $12 billion over the next 15 years if the pavement condition is to be restored to the 2011 level through a five year restoration period beginning in 2023 (the end of the current UTP funding projection). That is, the highway user savings would be roughly twice as much as the additional maintenance expenditure, as shown in Table 1.

In summary, by 2022 pavement conditions will be 30% worse under current funding compared to conditions under the proposed $1.75 billion annual amount. While under both funding scenarios pavement conditions worsen, underfunding (current known funding levels) will increase total costs for pavement preservation and restoration an additional $6.5 billion.

Restoration Scenario	Funding Scenario	FY 2012-2022 Funding (Billions)	Cost to Restore to 2011 Condition (Billions)	Total Maintenance Cost (Billions)
Restore to 2011 Condition in 5 Years (Restoration beginning 2023)	Currently Projected Funding	$13.62	$45.75	$59.37
	$1.75B/Year	$19.25	$33.63	$52.88

Energy Sector Road Damage

While the recent oil and gas activity has been a boon for the economy, there has been a significant impact to the condition of the state highway system. The damage sustained in some cases was severe enough to create gravel roads where previously paved highways existed.

It is recognized by the energy sector industry that funding is needed to address the highway system and TxDOT has put together a Task Force to develop recommendations to address concerns. At the time of this writing, TxDOT continues to assess repair needs of these roadways.

9
Annual Cost per Household versus User Fees

Annual Cost per Household versus User Fees

The following chart shows the average cost to a household in delay and vehicle costs and compares that to the user fees. For instance, the chart shows implementation of several options available such as recapturing diversions.

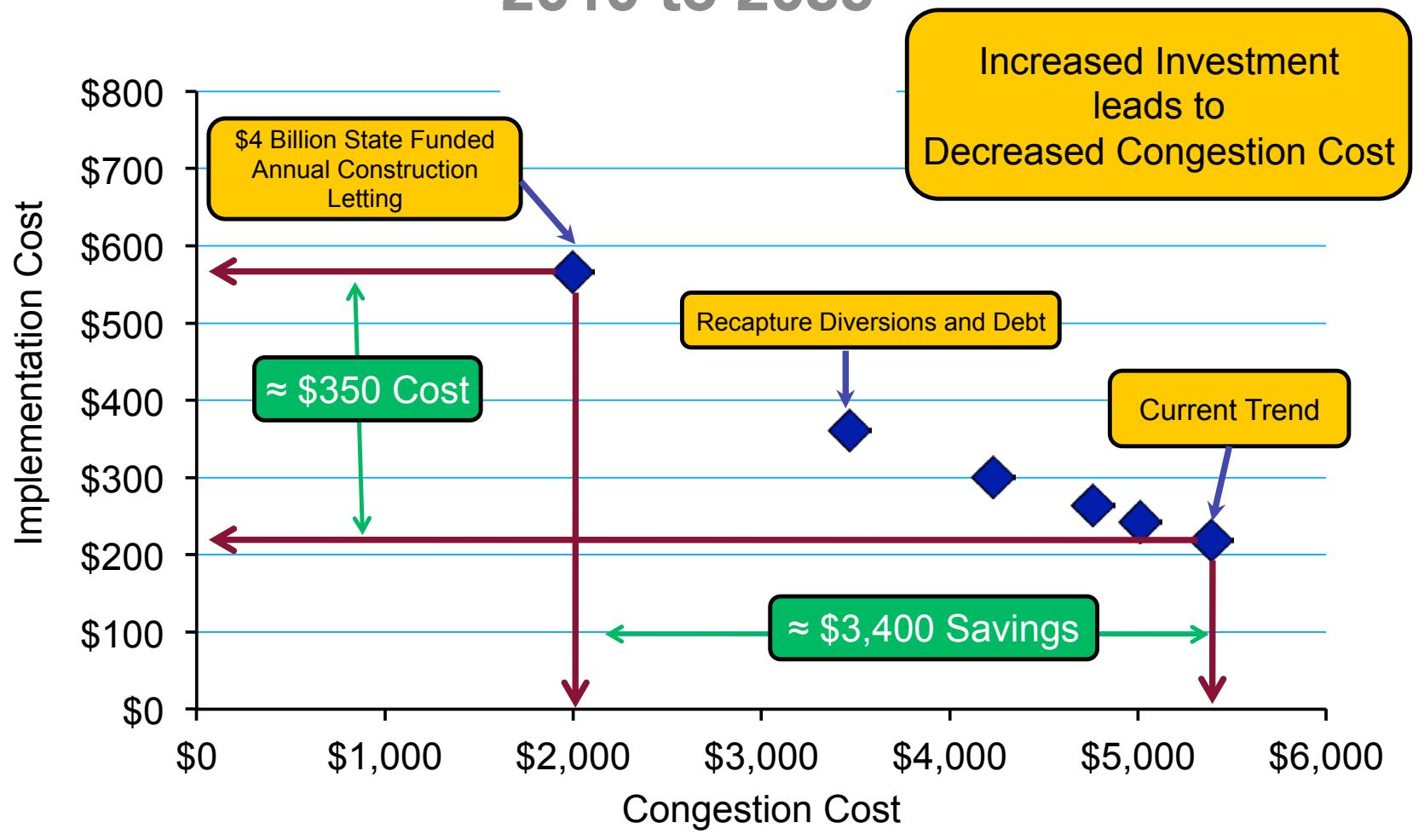
The chart shows a significant reduction in cost to the household (Congestion Cost) is found with only slight increase in fees (Implementation Costs). Benefits far outweigh increases in user fees according to the study by the Texas Transportation Institute.

Texas Transportation Institute

Strategic Solutions CENTER

Annual Cost per Household

2010 to 2035



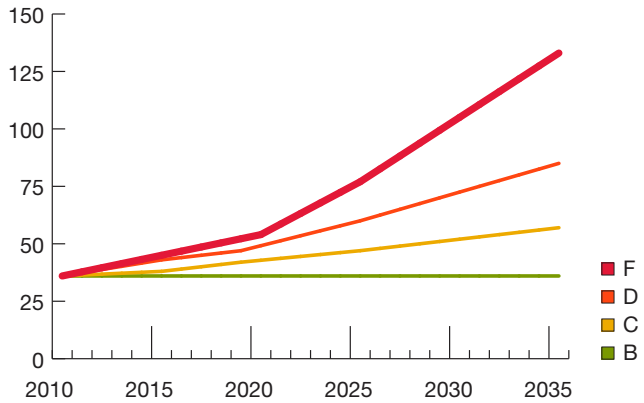
10
Delay Projections
2030 Committee 2011 Report

10

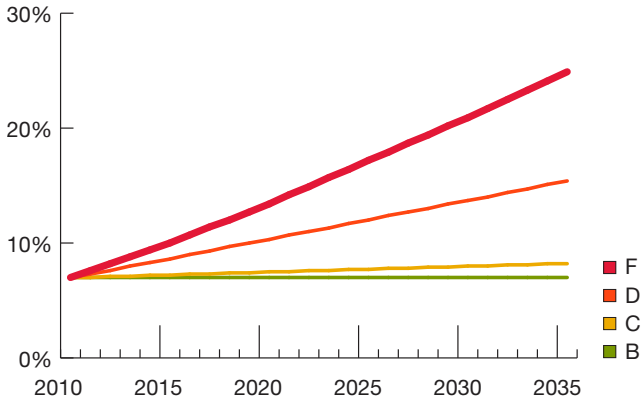
Delay Projections
2030 Committee 2011 Report

The 2030 Committee levels of funding are shown in colors. Refer to section on *Annual Cost per Household versus User Fees.* The unacceptable level is current funding. Delay hours in urban areas and the percent of congested rural roads will double in 15 years.

Annual Hours of Delay per Commuter (Urban)



Percent of Congested Rural Roads



11
Effect of Inflation on Fuel Tax and Revenue and Actual and Projected Revenue from Motor Fuel Taxes

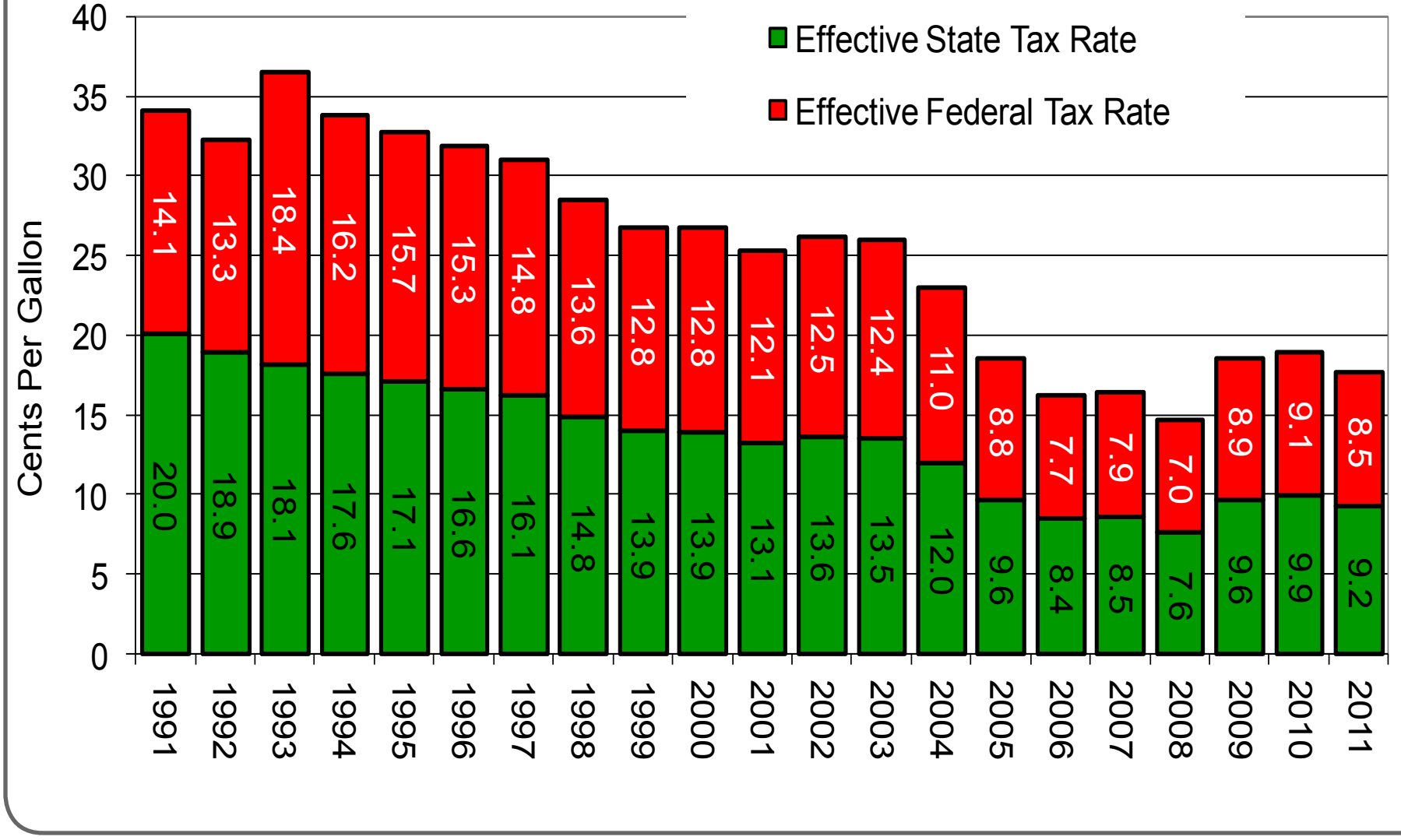
11

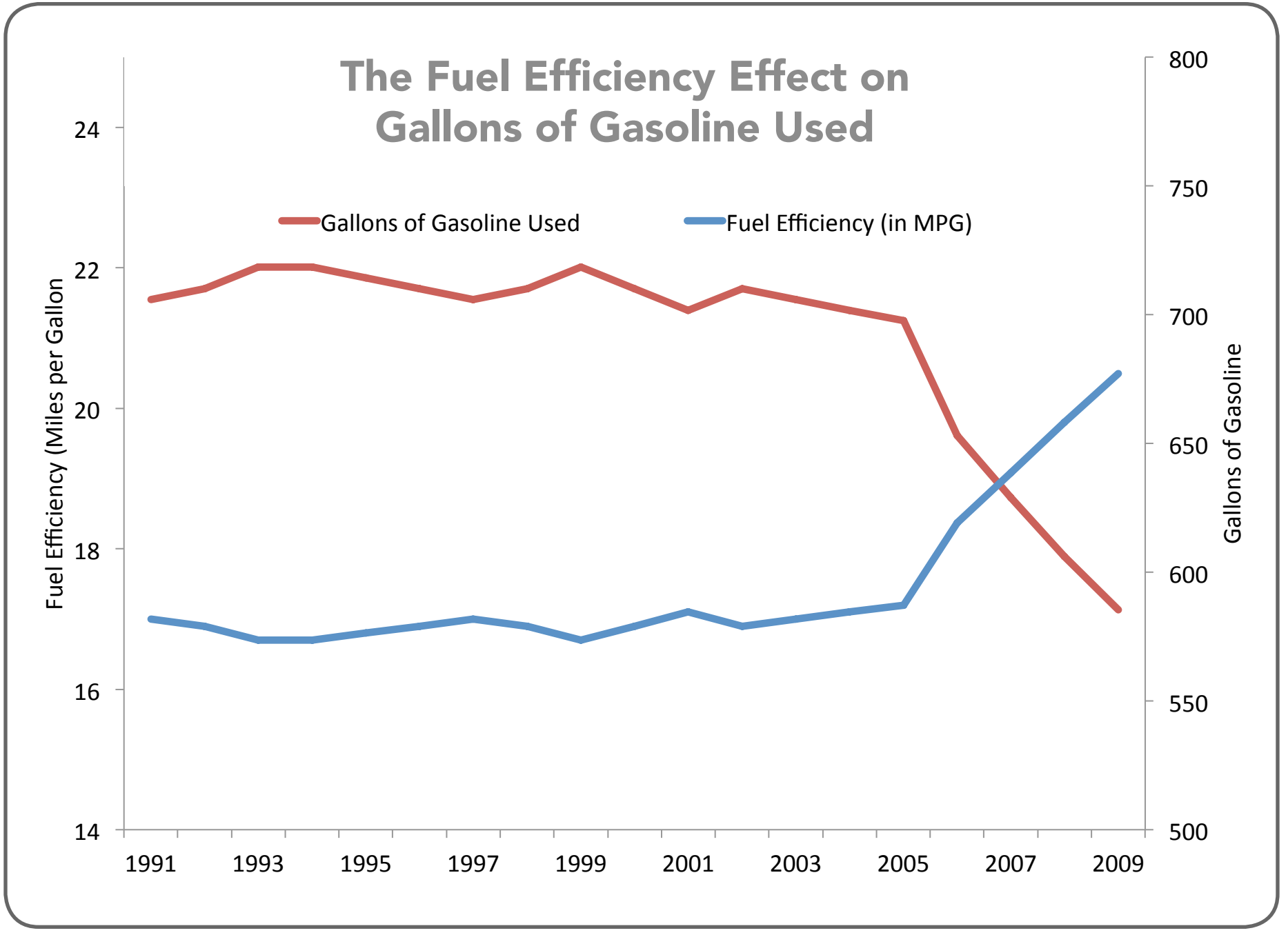
Effect of Inflation on Fuel Tax and Revenue and Actual and Projected Revenue from Motor Fuel Taxes

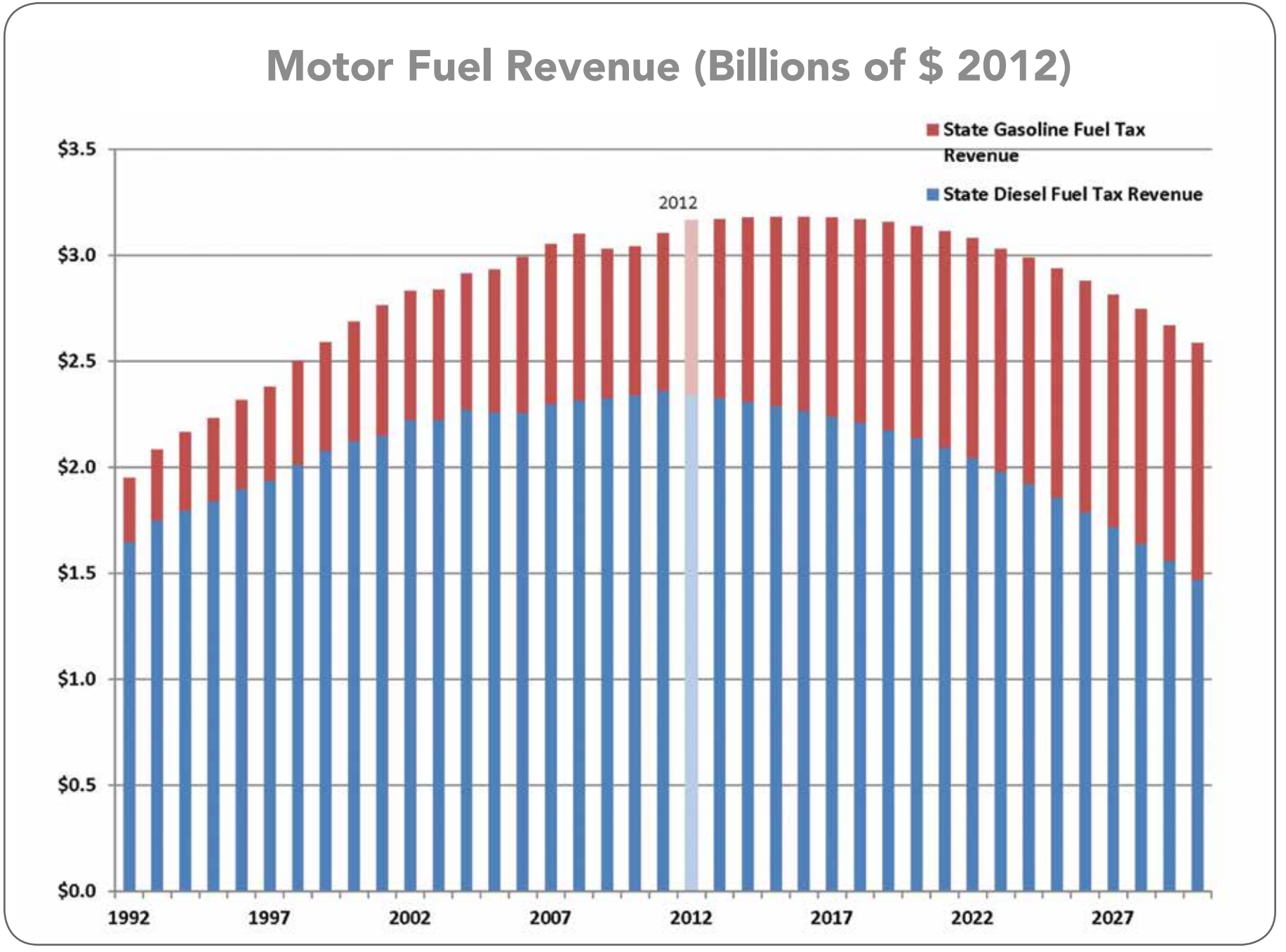
From TTI, the first graph in this section shows the effect of inflation on fuel taxes with a base year of 1991, the last time state fuel taxes were increased.

The Texas Transportation Institute also projected the effect of increased vehicle mileage per gallon on total revenue. The second and third charts show average mile per gallons and the resulting reductions in fuel tax revenues in future years. The beginnings of this reduced revenue from fuel user fees were first seen in 2009.

Effective Texas and Federal Fuel Tax Rate Adjusted by Inflation in Roadway Constructions Costs




The Fuel Efficiency Effect on Gallons of Gasoline Used
Gallons of Gasoline Used
Fuel Efficiency (in MPG)
Fuel Efficiency (Miles per Gallon
Gallons of Gasoline
24
22
20
18
16
14
800
750
700
650
600
550
500
1991
1993
1995
1997
1999
2001
2003
2005
2007
2009

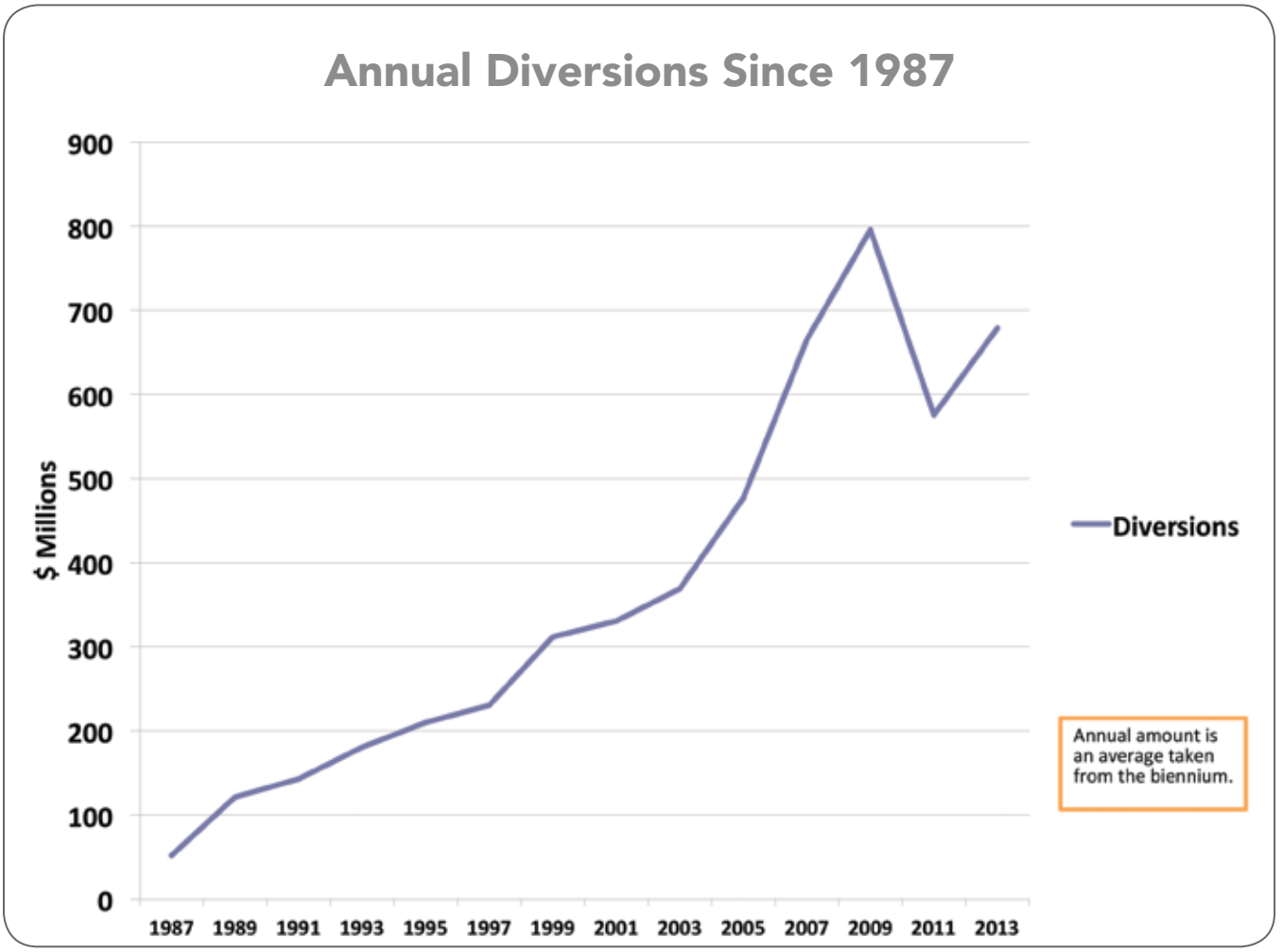

Motor Fuel Revenue (Billions of $ 2012)
State Gasoline Fuel Tax Revenue
State Diesel Fuel Tax Revenue
2012
$3.5
$3.0
$2.5
$2.0
$1.5
$1.0
$0.5
$0.0
1992
1997
2002
2007
2012
2017
2022
2027

12
Fund 6 Diversions

12

Fund 6 Diversions

Fund 6 diversions, not considering constitutionally dedicated school funding, has cumulated to $10 billion since 1987 and are approaching $700 million per year for the 2012-2013 biennium.



Fund 6 Diversions

Purpose	AY 1987	% of TxDOT Appn	AY 1988 - 1989	% of TxDOT Appn	AY 1990 - 1991	% of TxDOT Appn	AY 1992 - 1993	% of TxDOT Appn	AY 1994 - 1995	% of TxDOT Appn	AY 1996 -1997	% of TxDOT Appn	AY 1998-1999
Attorney General - Mineral Rights Litigation 4													
Health and Human Services Commission													
Texas Education Agency - School Buses													
Texas Transportation Institute													
Department of Public Safety	$51,599,555	1.87%	$242,605,427	4.69%	$284,975,598	5.58%	$361,236,753	7.49%	$419,400,711	6.72%	$460,394,175	7.29%	$620,449,119
Texas Workforce Commission - Client Transportation													
Gross Weight Axle Fees													
Commission on the Arts													$1,340,000
Historical Commission													$1,000,000
State Office of Administrative Hearings													
Lufkin Tourist Information Center													
Texas Dept of Insurance - TexasSure Motor Vehicle Financial Responsibility Verification													
Salary Increase for Schedule C													
Regulation of Controlled Substances													
Silver Alert													
Client Transportation Services													
Medical Trans - Medicaid Match													
Auto Theft Prevention													
Total	$51,599,555		$242,605,427		$284,975,598		$361,236,753		$419,400,711		$460,394,175		$622,789,119
Total TxDOT Appropriation1, 2	$2,756,758,296	1.87%	$5,171,869,638	4.69%	$5,111,027,020	5.58%	$4,822,052,406	7.49%	$6,242,068,935	6.72%	$6,314,150,659	7.29%	$7,044,545,066
TxDOT and TxDMV3 State Highway Fund Appropriation 1	$1,676,810,108	3.08%	$3,294,924,293	7.36%	$3,176,896,521	8.97%	$2,795,376,934	12.92%	$3,651,413,139	11.49%	$3,656,419,808	12.59%	$4,207,257,742

1987-2013

% of TxDOT Appn	AY 2000-2001	% of TxDOT Appn	AY 2002-2003	% of TxDOT Appn	AY 2004-2005	% of TxDOT Appn	AY 2006-2007	% of TxDOT Appn	AY 2008-2009	% of TxDOT Appn	AY 2010-2011	% of TxDOT Appn	AY 2012-13 HB Conf Comm.	% of TxDOT Appn
					1,700,000	0.02%	$1,700,000	0.01%	$1,700,000	0.01%	$1,700,000	0.01%	$1,700,000	0.01%
							$20,000,000	0.13%	$20,000,000	0.12%				
							$100,000,000	0.66%	$100,000,000	0.60%				
			$1,000,000	1.00%	10,865,294	10.00%	$13,045,764	0.09%	$14,317,605	0.09%	$14,937,767	0.08%	$15,335,546	0.08%
8.81%	$658,454,169	7.65%	$708,553,311	6.91%	912,958,506	8.68%	$985,104,602	6.50%	$1,263,024,785	7.47%	$1,125,019,694	6.01%	$1,310,359,267	6.62%
							$13,658,704	0.09%	$13,658,704	0.08%				
							$9,400,000	0.06%	$10,800,000	0.06%			$15,000,000	0.08%
0.02%	$1,340,000	0.02%	$1,340,000	0.01%	1,340,000	0.01%	$1,340,000	0.01%	$1,340,000	0.01%	$1,340,000	0.01%		
0.01%	$1,000,000	0.01%	$1,000,000	0.01%	1,000,000	0.01%	$1,000,000	0.01%	$1,000,000	0.01%	$1,000,000	0.01%		
			$5,000,000	0.05%	5,932,806	0.06%	$6,549,314	0.04%	$6,736,395	0.04%	$6,885,647	0.04%	$6,875,500	0.03%
									$150,000	0.00%	$150,000	0.00%		
													$8,454,532	0.04%
							$69,335,198	0.45%	$22,291,710	0.13%				
									$804,972	0.00%				
									$224,990	0.00%				
							$26,033,955	0.17%	$22,363,606	0.13%				
							$58,244,717	0.38%	$85,381,725	0.51%				
			$20,455,255	0.20%	20,455,255	0.19%	$25,465,255	0.17%	$27,558,755	0.17%				
	$660,794,169		$737,348,566		954,251,861		$1,330,877,509		$1,591,353,247		$1,151,033,108		$1,357,724,845	
8.84%	$8,606,597,911	7.68%	$10,248,281,541	7.19%	10,521,242,311	9.07%	$15,162,095,408	8.78%	$16,678,016,740	9.54%	$18,720,448,879	6.15%	$19,801,159,662	6.86%
14.80%	$4,612,761,950	14.33%	$5,527,572,412	13.34%	5,792,644,050	16.47%	$6,096,419,466	21.83%	$5,643,425,735	28.20%	$5,711,558,500	20.15%	$6,282,811,421	21.61%

13
Cost and Funding

13

13

Cost and Funding

a. **How Much Does it Cost to Build?**—This chart shows an estimate of how much it currently cost to build a highway.

b. **How Much is Needed?**—The chart shows the amount needed based on the 2030 Committee 2009 Report. The 2009 version of the report showed total needs to address condition and reduce congestion.

c. **Comparison of Gas Tax Rates?**—The following chart shows comparative states' gas tax rates.

d. **Where Does the Money Go?**—The chart explains the TxDOT budget and where the money goes. This chart is based on the 2012-2013 Appropriations as the 2014-2015 Legislative Appropriations Request has not been developed at the time this document was published. From the Appropriations, only $1.15 billion is available for new construction, not including Proposition 12 and 14 funds and special regional funds (funds not expected to be available in the next biennium). For the biennium, the amount for new construction is only 5% of the budget.

e. **What do Other States' Drivers Pay?**—The chart compares Texas taxes and user fees to other states. Texas ranks 44th in the total annual vehicle fees and taxes (ranked by total fees paid).

What DOES IT COST To Build?

FREEWAY INTERCHANGE

$250 million

WIDEN EXISTING URBAN FREEWAY

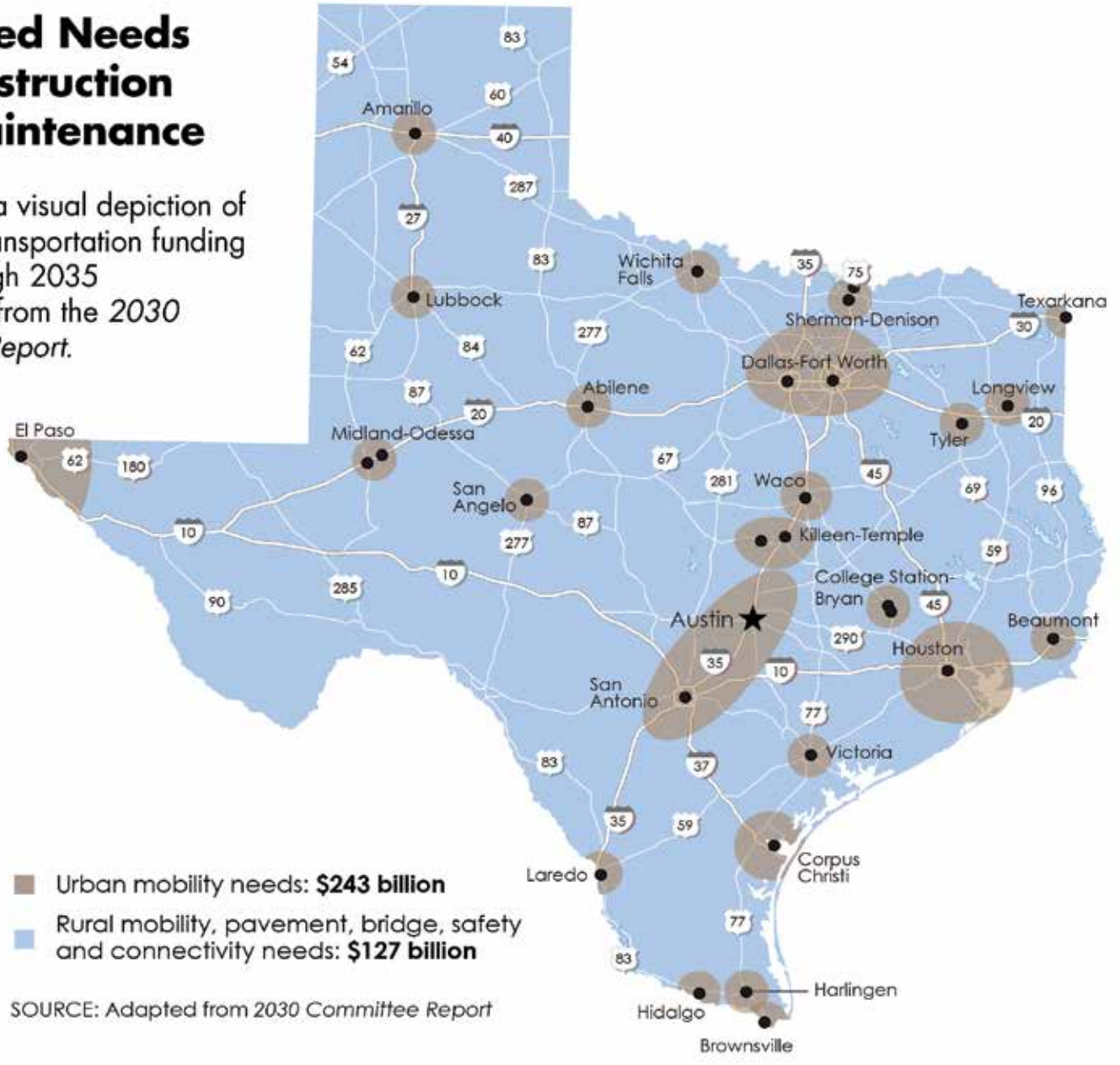
$11 million per lane mile

FULL REHABILITATION FM ROAD

$1.5 million per lane mile

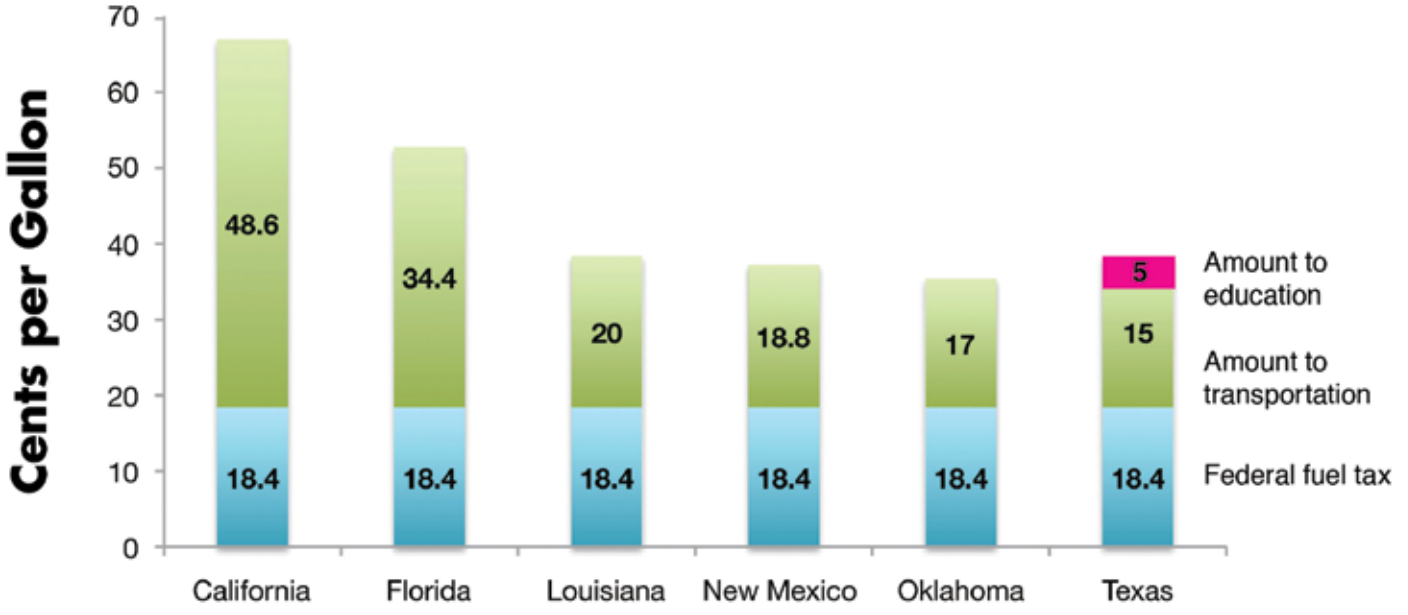
Estimated Needs for Construction and Maintenance

This map is a visual depiction of statewide transportation funding needs through 2035 as adapted from the *2030 Committee Report.*

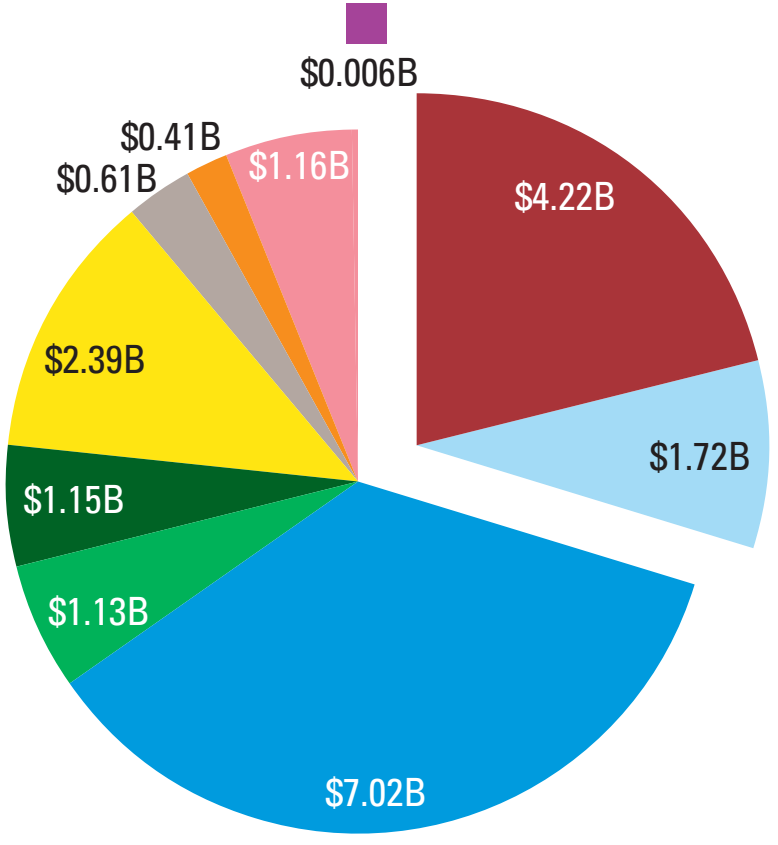


SOURCE: Adapted from *2030 Committee Report*

Annual Diversions Since 1987



Texas Department of Transportation
Budget 2012-2013



Texas Department of Transportation

7/01/2011

Committed Projects that began prior to biennium**	$4.22B
Pay Back Borrowed Funds	$1.72B
Subtotal	**$5.940B**
Maintain and Replace Existing System**	$7.02B
New Projects from Borrowed funds (Prop 12 & 14)**	$1.13B
New Construction from Cash	$1.15B
Project Development Costs**	$2.39B
Other Modes and Services	$0.61B
Administration and Support	$0.41B
Subtotal	**$18.64B**
SH 121 Funds (Dallas Only)	$1.16B
SH 130 Funds (Austin and San Antonio Only)	$0.006B
TxDOT Grand Total	**$19.80B**

** Includes $3.0 B of Prop 12 proceeds distributed through TxDOT Rider 42 in the following manner: $0.75B, $1.125B, $1.125B. Also includes $1.0B for payments on Prop 12 projects started in FY 2010-2011.

Source: 2012-2013 General Appropriations Act, 82nd Texas Legislature

For further information contact Patrick Marotta at Patrick.Marotta@TxDOT.gov

Assumptions made for calculations: All passenger fees based on a 2008 Ford Taurus SEL Sedan having a market value of $15,880, a curb weight of 3,643 lbs, and an average fuel economy of 23 mpg.

Table 1: Total Annual Vehicle Fees and Taxes (Ranked by Total Fees Paid)

STATE	PASSENGER						
	Vehicle Registration Fee Passenger	Property Tax	Other Vehicle Tax	Gas Tax Rate	Average Annual Gas Tax Paid (12,000 miles)	Total Annual Vehicle Fees	Total Fees Rank
Connecticut	$62.50	$1,155.91	$0.00	0.250	$130.43	$1,348.84	1
Rhode Island	$30.00	$758.59	$0.00	0.300	$156.52	$945.11	2
South Carolina	$12.00	$363.34	$0.00	0.160	$83.48	$458.82	3
Mississippi	$27.75	$328.29	$0.00	0.184	$96.00	$452.04	4
New Hampshire	$43.20	$0.00	$285.84	0.196	$102.26	$431.30	5
Montana	$217.00	$54.79	$0.00	0.278	$144.78	$416.57	6
Missouri	$54.75	$265.44	$0.00	0.170	$88.70	$408.88	7
Maine	$35.00	$0.00	$214.38	0.284	$148.17	$397.55	8
West Virginia	$30.00	$190.56	$0.00	0.322	$168.00	$388.56	9
Nebraska	$75.50	$0.00	$162.00	0.260	$135.65	$373.15	10
Virginia	$38.75	$235.02	$0.00	0.175	$91.30	$365.08	11
Arkansas	$25.00	$223.91	$0.00	0.215	$112.17	$361.08	12
Colorado	$77.50	$0.00	$161.98	0.220	$114.78	$354.26	13
California	$77.00	$0.00	$182.62	0.180	$93.91	$353.53	14
Georgia	$20.00	$0.00	$290.61	0.075	$39.13	$349.74	15
Nevada	$33.00	$0.00	$190.08	0.240	$125.22	$348.30	16
Iowa	$222.32	$0.00	$0.00	0.210	$109.57	$331.89	17
Wyoming	$253.20	$0.00	$0.00	0.140	$73.04	$326.24	18
Utah	$43.50	$0.00	$150.00	0.245	$127.83	$321.33	19
Massachusetts	$50.00	$0.00	$158.80	0.210	$109.57	$318.37	20
Arizona	$8.00	$0.00	$193.14	0.180	$93.91	$295.05	21
Kentucky	$21.00	$154.99	$0.00	0.225	$117.39	$293.38	22
Minnesota	$175.05	$0.00	$0.00	0.225	$117.39	$292.44	23
Washington	$43.75	$0.00	$47.64	0.375	$195.65	$287.04	24
North Carolina	$28.00	$97.50	$0.00	0.302	$157.30	$282.81	25
Indiana	$21.05	$0.00	$156.00	0.180	$93.91	$270.96	26
Kansas	$39.00	$105.71	$0.00	0.240	$125.22	$269.93	27
Hawaii	$151.18	$0.00	$0.00	0.170	$88.70	$239.88	28
New York	$29.50	$0.00	$80.00	0.245	$127.57	$237.07	29
Wisconsin	$75.00	$0.00	$0.00	0.309	$161.22	$236.22	30
North Dokata	$93.00	$0.00	$0.00	0.230	$120.00	$213.00	31
Ohio	$34.50	$0.00	$20.00	0.280	$146.09	$200.59	32
Maryland	$77.50	$0.00	$0.00	0.235	$122.61	$200.11	33
Illinois	$99.00	$0.00	$0.00	0.190	$99.13	$198.13	34
Alabama	$23.00	$76.22	$0.00	0.180	$93.91	$193.14	35
Pennsylvania	$36.00	$0.00	$0.00	0.300	$156.52	$192.52	36
Idaho	$56.25	$0.00	$0.00	0.250	$130.43	$186.68	37
Michigan	$86.00	$0.00	$0.00	0.190	$99.13	$185.13	38
Tennessee	$24.00	$0.00	$55.00	0.200	$104.35	$183.35	39
Oklahoma	$92.50	$0.00	$0.00	0.170	$88.70	$181.20	40
Vermont	$68.00	$0.00	$0.00	0.210	$109.57	$177.57	41
South Dakota	$43.00	$0.00	$12.00	0.220	$114.78	$169.78	42
Oregon	$43.00	$0.00	$0.00	0.240	$125.22	$168.22	43
Texas	$62.75	$0.00	$0.00	0.200	$104.35	$167.10	44
New Mexico	$62.00	$0.00	$0.00	0.189	$98.48	$160.48	45
Delaware	$40.00	$0.00	$0.00	0.230	$120.00	$160.00	46
Alaska	$50.00	$0.00	$60.50	0.080	$41.74	$152.24	47
Florida	$70.75	$0.00	$0.00	0.156	$81.39	$152.14	48
New Jersey	$84.00	$0.00	$0.00	0.105	$54.78	$138.78	49
Louisiana	$16.00	$0.00	$0.00	0.200	$104.35	$120.35	50

Assumptions made for calculations: All passenger fees based on a 2008 Ford Taurus SEL Sedan having a market value of $15,880, a curb weight of 3,643 lbs, and an average fuel economy of 23 mpg.

Table 2: Total Annual Vehicle Fees and Taxes (Ranked by Vehicle Registration Fees)

STATE	PASSENGER						
	Vehicle Registration Fee Passenger	Property Tax	Other Vehicle Tax	Gas Tax Rate	Average Annual Gas Tax Paid (12,000 miles)	Total Annual Vehicle Fees	Total Fees Rank
Wyoming	$253.20	$0.00	$0.00	0.140	$73.04	$326.24	1
Iowa	$222.32	$0.00	$0.00	0.210	$109.57	$331.89	2
Montana	$217.00	$54.79	$0.00	0.278	$144.78	$416.57	3
Minnesota	$175.05	$0.00	$0.00	0.225	$117.39	$292.44	4
Hawaii	$151.18	$0.00	$0.00	0.170	$88.70	$239.88	5
Illinois	$99.00	$0.00	$0.00	0.190	$99.13	$198.13	6
North Dakota	$93.00	$0.00	$0.00	0.230	$120.00	$213.00	7
Oklahoma	$92.50	$0.00	$0.00	0.170	$88.70	$181.20	8
Michigan	$86.00	$0.00	$0.00	0.190	$99.13	$185.13	9
New Jersey	$84.00	$0.00	$0.00	0.105	$54.78	$138.78	10
Colorado	$77.50	$0.00	$161.98	0.220	$114.78	$354.26	11
Maryland	$77.50	$0.00	$0.00	0.235	$122.61	$200.11	11
California	$77.00	$0.00	$182.62	0.180	$93.91	$353.53	13
Nebraska	$75.50	$0.00	$162.00	0.260	$135.65	$373.15	14
Wisconsin	$75.00	$0.00	$0.00	0.309	$161.22	$236.22	15
Florida	$70.75	$0.00	$0.00	0.156	$81.39	$152.14	16
Vermont	$68.00	$0.00	$0.00	0.210	$109.57	$177.57	17
Texas	$62.75	$0.00	$0.00	0.200	$104.35	$167.10	18
Connecticut	$62.50	$1,155.91	$0.00	0.250	$130.43	$1,348.84	19
New Mexico	$62.00	$0.00	$0.00	0.189	$98.48	$160.48	20
Idaho	$56.25	$0.00	$0.00	0.250	$130.43	$186.68	21
Missouri	$54.75	$265.44	$0.00	0.170	$88.70	$408.88	22
Massachusetts	$50.00	$0.00	$158.80	0.210	$109.57	$318.37	23
Alaska	$50.00	$0.00	$60.50	0.080	$41.74	$152.24	23
Washington	$43.75	$0.00	$47.64	0.375	$195.65	$287.04	25
Utah	$43.50	$0.00	$150.00	0.245	$127.83	$321.33	26
New Hampshire	$43.20	$0.00	$285.84	0.196	$102.26	$431.30	27
South Dakota	$43.00	$0.00	$12.00	0.220	$114.78	$169.78	28
Oregon	$43.00	$0.00	$0.00	0.240	$125.22	$168.22	28
Delaware	$40.00	$0.00	$0.00	0.230	$120.00	$160.00	30
Kansas	$39.00	$105.71	$0.00	0.240	$125.22	$269.93	31
Virginia	$38.75	$235.02	$0.00	0.175	$91.30	$365.08	32
Pennsylvania	$36.00	$0.00	$0.00	0.300	$156.52	$192.52	33
Maine	$35.00	$0.00	$214.38	0.284	$148.17	$397.55	34
Ohio	$34.50	$0.00	$20.00	0.280	$146.09	$200.59	35
Nevada	$33.00	$0.00	$190.08	0.240	$125.22	$348.30	36
Rhode Island	$30.00	$758.59	$0.00	0.300	$156.52	$945.11	37
West Virginia	$30.00	$190.56	$0.00	0.322	$168.00	$388.56	37
New York	$29.50	$0.00	$80.00	0.245	$127.57	$237.07	39
North Carolina	$28.00	$97.50	$0.00	0.302	$157.30	$282.81	40
Mississippi	$27.75	$328.29	$0.00	0.184	$96.00	$452.04	41
Arkansas	$25.00	$223.91	$0.00	0.215	$112.17	$361.08	42
Tennessee	$24.00	$0.00	$55.00	0.200	$104.35	$183.35	43
Alabama	$23.00	$76.22	$0.00	0.180	$93.91	$193.14	44
Indiana	$21.05	$0.00	$156.00	0.180	$93.91	$270.96	45
Kentucky	$21.00	$154.99	$0.00	0.225	$117.39	$293.38	46
Georgia	$20.00	$0.00	$290.61	0.075	$39.13	$349.74	47
Louisiana	$16.00	$0.00	$0.00	0.200	$104.35	$120.35	48
South Carolina	$12.00	$363.34	$0.00	0.160	$83.48	$458.82	49
Arizona	$8.00	$0.00	$193.14	0.180	$93.91	$295.05	50

Assumptions made for calculations: All passenger fees based on a 2008 Ford Taurus SEL Sedan having a market value of $15,880, a curb weight of 3,643 lbs, and an average fuel economy of 23 mpg.

Table 3: Total Annual Vehicle Fees and Taxes (Ranked by State Gas Tax Rate)

STATE	PASSENGER						
	Vehicle Registration Fee Passenger	Property Tax	Other Vehicle Tax	Gas Tax Rate	Average Annual Gas Tax Paid (12,000 miles)	Total Annual Vehicle Fees	Total Fees Rank
Washington	$43.75	$0.00	$47.64	0.375	$195.65	$287.04	1
West Virginia	$30.00	$190.56	$0.00	0.322	$168.00	$388.56	2
Wisconsin	$75.00	$0.00	$0.00	0.309	$161.22	$236.22	3
North Carolina	$28.00	$97.50	$0.00	0.302	$157.30	$282.81	4
Pennsylvania	$36.00	$0.00	$0.00	0.300	$156.52	$192.52	5
Rhode Island	$30.00	$758.59	$0.00	0.300	$156.52	$945.11	5
Maine	$35.00	$0.00	$214.38	0.284	$148.17	$397.55	7
Ohio	$34.50	$0.00	$20.00	0.280	$146.09	$200.59	8
Montana	$217.00	$54.79	$0.00	0.278	$144.78	$416.57	9
Nebraska	$75.50	$0.00	$162.00	0.260	$135.65	$373.15	10
Connecticut	$62.50	$1,155.91	$0.00	0.250	$130.43	$1,348.84	11
Idaho	$56.25	$0.00	$0.00	0.250	$130.43	$186.68	11
Utah	$43.50	$0.00	$150.00	0.245	$127.83	$321.33	13
New York	$29.50	$0.00	$80.00	0.245	$127.57	$237.07	13
Oregon	$43.00	$0.00	$0.00	0.240	$125.22	$168.22	15
Kansas	$39.00	$105.71	$0.00	0.240	$125.22	$269.93	15
Nevada	$33.00	$0.00	$190.08	0.240	$125.22	$348.30	15
Maryland	$77.50	$0.00	$0.00	0.235	$122.61	$200.11	18
North Dakota	$93.00	$0.00	$0.00	0.230	$120.00	$213.00	19
Delaware	$40.00	$0.00	$0.00	0.230	$120.00	$160.00	19
Minnesota	$175.05	$0.00	$0.00	0.225	$117.39	$292.44	21
Kentucky	$21.00	$154.99	$0.00	0.225	$117.39	$293.38	21
Colorado	$77.50	$0.00	$161.98	0.220	$114.78	$354.26	23
South Dakota	$43.00	$0.00	$12.00	0.220	$114.78	$169.78	23
Arkansas	$25.00	$223.91	$0.00	0.215	$112.17	$361.08	25
Iowa	$222.32	$0.00	$0.00	0.210	$109.57	$331.89	26
Vermont	$68.00	$0.00	$0.00	0.210	$109.57	$177.57	26
Massachusetts	$50.00	$0.00	$158.80	0.210	$109.57	$318.37	26
Texas	$62.75	$0.00	$0.00	0.200	$104.35	$167.10	29
Tennessee	$24.00	$0.00	$55.00	0.200	$104.35	$183.35	29
Louisiana	$16.00	$0.00	$0.00	0.200	$104.35	$120.35	29
New Hampshire	$43.20	$0.00	$285.84	0.196	$102.26	$431.30	32
Illinois	$99.00	$0.00	$0.00	0.190	$99.13	$198.13	33
Michigan	$86.00	$0.00	$0.00	0.190	$99.13	$185.13	33
New Mexico	$62.00	$0.00	$0.00	0.189	$98.48	$160.48	35
Mississippi	$27.75	$328.29	$0.00	0.184	$96.00	$452.04	36
California	$77.00	$0.00	$182.62	0.180	$93.91	$353.53	37
Alabama	$23.00	$76.22	$0.00	0.180	$93.91	$193.14	37
Indiana	$21.05	$0.00	$156.00	0.180	$93.91	$270.96	37
Arizona	$8.00	$0.00	$193.14	0.180	$93.91	$295.05	37
Virginia	$38.75	$235.02	$0.00	0.175	$91.30	$365.08	41
Hawaii	$151.18	$0.00	$0.00	0.170	$88.70	$239.88	42
Oklahoma	$92.50	$0.00	$0.00	0.170	$88.70	$181.20	42
Missouri	$54.75	$265.44	$0.00	0.170	$88.70	$408.88	42
South Carolina	$12.00	$363.34	$0.00	0.160	$83.48	$458.82	45
Florida	$70.75	$0.00	$0.00	0.156	$81.39	$152.14	46
Wyoming	$253.20	$0.00	$0.00	0.140	$73.04	$326.24	47
New Jersey	$84.00	$0.00	$0.00	0.105	$54.78	$138.78	48
Alaska	$50.00	$0.00	$60.50	0.080	$41.74	$152.24	49
Georgia	$20.00	$0.00	$290.61	0.075	$39.13	$349.74	50

14
Potential Revenue Source Comparisons

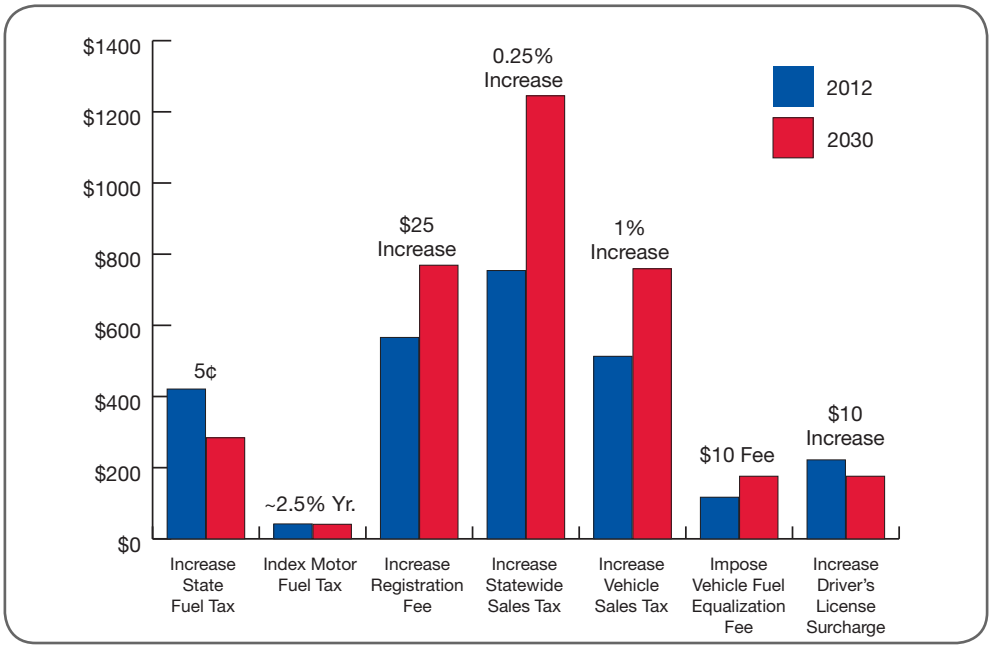
14

14

Potential Revenue Source Comparisons

The following sheets provide a listing of possible revenue sources identified in the 2030 Committee 2011 Report. These revenues sources are summarized on the chart below.

Potential Revenue Sources



F-1. CAPTURE EXISTING REVENUE		
TAX/FEE	**CURRENT FUND**	**2010 COLLECTIONS (THOUSANDS of $)**
1 Automobile Burglary and Theft Prevention Authority (ABTPA) Assessment	100% General	
2 Motor Vehicle Gross Rental Receipts Tax	75% General 25% Foundation School	$134,070 $44,690
3 Motor Vehicle Sales and Use Tax	100% General Property Tax Relief	$2,319,959 $1,308
4 Motor Vehicle Seller-Financed Sales Tax	100% General	$111,902
5 Motor Vehicle Sales and Use Tax Motor	100% General	$2
6 Motor Vehicle Registration Surcharge	100% TERP	$9,316
7 Motor Vehicle T.E.R.P. Surcharge	100% TERP	$8,299
8 Oil Production Tax	75% General 25% Foundation School	$756,056 $252,019
9 Oil Regulation Tax	100% General	$590
10 Oil Well Service Tax	75% General 25% Foundation School	$19,988 $6,663
11 Petroleum Products Delivery Fee (repealed effective 09/01/11)	2% General 98% Petrol Store Tnk	$581 $28,448
12 School Fund Benefit Fee on Diesel Fuel	100% General Available School Fund Acct	$342
13 T.E.R.P. Off Road Heavy Duty Diesel Surcharge	100% TERP	$26,770
14 Automotive Oil Sales Fee	General (Admin) Used Oil Recycling 100% Acct	$50 $1,622
15 Battery Sales Fee	General (Admin) Haz & Sol Wst 100% Remed Acct	$721 $17,314
16 Motor Vehicle Local Sports & Community	100% Venue Project	$25
17 Oversize/ Overweight Permit Fees	Varies General	$26,018
TOTAL REVENUE RECAPTURED FROM GENERAL FUND:		**$3,370,279**
TOTAL REVENUE RECAPTURED FROM FOUNDATION SCHOOL FUND:		**$303,371**
TOTAL REVENUE RECAPTURED FROM TERP FUND:		**$44,385**
TOTAL REVENUE RECAPTURED FROM OTHER ACCOUNTS:		**$48,716**
	TOTAL:	**$3,766,751**

F-2. STATE HIGHWAY FUND REVENUES DISBURSED TO OTHER AGENCIES	
AGENCY	2010 DISBURSEMENTS (THOUSANDS OF $)
Department of Public Safety	$613,066
Attorney General	$7,566
Retirement/Comptroller	$221,196
Other (MHMR/TDC/Other)	$81,972
TOTAL DISBURSED TO OTHER AGENCIES:	**$923,799**

F-3. SYSTEM-WIDE SOLUTIONS[1]						
			YEARLY YIELD (THOUSANDS)		ACTION NEEDED	
1	Motor Fuel Tax	Index Tax Increase Tax Sales Tax of Fuel	1% Increase 1¢/ Gallon Current Rates	$20,000 $152,000 $3,576,840	Legislative Legislative Leg/Local	Tax Code, Title2, §162 Tax Code, Title2, §162 TaxCode, Title2, §151,162
2	Registration Fee	Increase Based on Value	$20/ vehicle	$428,920	Legislative Legislative	Transportation Code, Title 7, Chapter 502 Transportation Code, Title 7, Chapter 502
3	Vehicle Fuel Equalization Fee	Based on Vehicles MPG rating		See Tables F-7 & F-8	Legislative	Transportation Code (New)
4	Energy Use Fee	Graduated User Fee Based on Vehicles' Energy Use, Indexed to Inflation			Legislative	Transportation Code (New)
5	Vehicle Property Tax/Ad Valorem Tax	Min. $100*; Depreciated over 10 years	15-30% of Market Value	$2,144,600	Legislative	Tax Code, Title 1, §11.02
6	Motor Vehicle Luxury Tax	New Vehicles over $45,000	0.4% Yearly/ One-Time		Legislative	Tax Code, Title 2, §152
7	VMT Charge	1.35¢ per Mile (To Replace Fuel Tax)	0.1¢/ Mile	$200,000	Legislative	Tax Code, Title 2, §162
8	Statewide Sales Tax	Increase	1% Increase	$1,300,000	Legislative	Tax Code, Title 2, §151
9	Vehicle Sales Tax (6.25% of sales price)	Increase	1% Increase	$470,880	Legislative	Tax Code, Title 2, §152.021, 152.028, 152.121
10	Vehicle Related Sales Tax	Create (lubricants/ battery/oil…)			Legislative	Tax Code, Title 2, §162
11	Freight Waybill Tax	Sales Tax on Freight Shipping Costs			Legislative	Tax Code, Title 2, §162
12	Carbon Tax	Increase Gas Tax	27.5¢/ Gallon	$1,700,000	Legislative	Tax Code, Title 2, §162
13	Value Added Tax					
14	Tire Fee	New Car and After Market Tires	$1/ Tire		Legislative	Tax Code, Title 2, §162
15	Drivers License Surcharge	Added to Current Fee	$5/ License	$107,230	Legislative	Transportation Code, Title7, Chapter 521
16	Weight Distance Tax	Ton-Based Tax or Ton-Mile Tax	1¢/ Ton		Legislative	Tax Code, Title2, §162
17	Permit Fees	Increase	Varies By Permit		Legislative	Transportation Code

1- *"Findings and Analysis" Texas Transportation Funding Challenge,* Dye Management Group, Inc., 2009; *"Paying Our Way" A New Framework for Transportation Finance*, National Surface Transportation Infrastructure Financing Commission, 2009; *"A Guide to Transportation Funding Options",* University Transportation Center for Mobility, TTI; Greene, David,et.al., *Reducing Greenhouse Gas Emissions from U.S. Transportation,* Pew Center on Global Climate Change, 2010.

F-4. TARGETED SOLUTIONS1						
			YEARLY YIELD		ACTION NEEDED	
1	Increase Tolls	Current Facilities	10¢/ trip	$50,000,000	Local	
2	New Tolls (Electronically)	New/Existing Lanes			Legislative/ Local	
3	Land Development Charge	Non-Residential Building Permits	1% increase	$75,000,000	Legislative	Local Govt Code, Title 12 Chapter 395
4	Congestion Charge	Metro and Urban Areas	$15/ day	$500,000,000	Legislative	(New) Transportation Code
5	Transportation Reinvestment Zone	Bond Against Anticipated Increase		Varies	Local	
6	Container Fee	Houston/Galveston	$30/TEU	$2,400,000	Local	Create a Regional Mobility Authority in Houston Area
7	Local Option Tax	Sales Fuel Tax Vehicle/Property Tax Income	1% Increase 1¢/ Gallon	See Table F-5 See Table F-6	Local	Tax Code, Title 3, Sub C

1- *"Findings and Analysis"* Texas Transportation Funding Challenge , Dye Management Group, Inc., 2009; *"Paying Our Way"* A New Framework for Transportation Finance, National Surface Transportation Infrastructure Financing Commission, 2009; *"A Guide to Transportation Funding Options"*, University Transportation Center for Mobility, TTI.

F-5. MPO LOCAL OPTION SALES TAX		
MSA	TAXABLE SALES (MILLIONS)	REVENUE PER 1% of TAXABLE SALES
Abilene	$1,512.22	$15.12
Amarillo	$2,674.80	$26.75
Austin-Round Rock	$20,554.77	$205.55
Beaumont-Port Arthur	$4,094.57	$40.95
Brownsville-Harlingen	$2,560.95	$25.61
Bryan-College Station	$2,070.05	$20.70
Corpus Christi	$4,097.97	$40.98
Dallas-Fort Worth-Arlington	$78,613.55	$786.14
El Paso	$5,765.65	$57.66
Houston-Sugar Land-Baytown	$73,143.69	$731.44
Killeen-Temple-Fort Hood	$2,714.35	$27.14
Laredo	$1,784.76	$17.85
Longview	$2,622.50	$26.23
Lubbock	$3,099.85	$31.00
McAllen-Edinburg-Mission	$5,105.98	$51.06
Midland	$2,612.60	$26.13
Odessa	$1,967.77	$19.68
San Angelo	$1,081.14	$10.81
San Antonio	$21,670.37	$216.70
Sherman-Denison	$1,001.02	$10.01
Texarkana	$857.06	$8.57
Tyler	$2,325.03	$23.25
Victoria	$1,306.44	$13.06
Waco	$2,031.20	$20.31
Wichita Falls	$1,264.84	$12.65
	TOTAL REVENUE	**$2,465.33**

F-6. MPO LOCAL FUEL TAX 2012			
MPO	**1¢ GASOLINE TAX REVENUE (MILLIONS)**	**1¢ DIESEL TAX REVENUE (MILLIONS)**	**TOTAL 1¢ FUEL TAX REVENUE (MILLIONS**
Abilene	$0.71	$0.41	$1.13
Amarillo	$0.96	$0.52	$1.48
Beaumont	$1.94	$0.92	$2.86
Brownsville	$0.51	$0.18	$0.69
Bryan/CollegeStation	$0.74	$0.23	$0.97
CapitalArea	$6.78	$2.31	$9.10
CorpusChristi	$2.03	$0.81	$2.84
ElPaso	$2.48	$0.99	$3.47
Harlingen/SanBenito	$0.76	$0.28	$1.04
Hidalgo	$2.24	$0.73	$2.97
Houston/Galveston	$23.61	$7.66	$31.27
Killeen/Temple	$1.52	$0.81	$2.33
Laredo	$0.63	$0.43	$1.05
Longview	$1.50	$1.02	$2.53
Lubbock	$0.99	$0.39	$1.39
Midland/Odessa	$1.04	$0.62	$1.65
NCTCOG	$25.52	$9.23	$34.75
SanAngelo	$0.36	$0.13	$0.49
SanAntonio	$8.04	$2.79	$10.83
Sherman/Denison	$0.60	$0.28	$0.88
Texarkana	$0.44	$0.43	$0.88
Tyler	$1.04	$0.54	$1.58
Victoria	$0.41	$0.27	$0.69
Waco	$1.13	$0.69	$1.82
WichitaFalls	$0.54	$0.29	$0.84
TOTAL	**$86.53**	**$33.00**	**$119.53**

F-7. VEHICLE FUEL EQUALIZATION FEE EXAMPLE CALCULATIONS				
Gasoline				
MODEL	**FUEL EFFICIENCY*** **	**GALLONS USED**	**ANNUAL STATE FUEL TAX**	**AMOUNT OVER BASE VEHICLE****
Base Vehicle*	22.8	658	$132	$0.00
2008 Ford Taurus	20.5	732	$146	$0.00
2005 Ford Focus	23	652	$130	$1.26
2008 Toyota Corolla	29	517	$103	$28.25
2008 Honda Civic	30	500	$100	$31.69
2009 Toyota Prius	50	300	$60	$71.69
*Base vehicle assumes 22.8 average miles per gallon fuel economy, with an average of 15,000 miles traveled				

Diesel				
MODEL	**FUEL EFFICIENCY*** **	**GALLONS USED**	**ANNUAL STATE FUEL TAX**	**AMOUNT OVER BASE VEHICLE****
Base Vehicle*	6.1	13,115	$2,622.95	$0.00
2010 Kenworth T700	7.9	10,127	$2,025.32	$0.00
2002 Kenworth T600	6.5	12,308	$2,461.54	$436.22
Mack CH613	6.8	11,765	$2,352.94	$0.00
Mack CH600	4.5	17,778	$3,555.56	$1,202.61
*Base vehicle assumes 6.1 average miles per gallon fuel economy, with an average of 80,000 miles traveled per year ** This is the amount in motor fuels tax that the vehicle owner does not normally pay due to increased fuel efficiency ***Combined city and highway fuel economy				

F-8. ESTIMATED VEHICLE FUEL EQUALIZATION REVENUE		
YEAR	REVENUE (MILLIONS)	AVERAGE FEE FOR VEHICLES WITH "ABOVE AVERAGE" FUEL
2012	$0.00	$0.00
2013	$60.10	$5.01
2014	$124.40	$10.12
2015	$193.30	$15.35
2016	$267.30	$20.73
2017	$347.10	$26.29
2018	$433.20	$32.05
2019	$526.40	$38.06
2020	$627.80	$44.36
2021	$738.40	$51.00
2022	$859.70	$58.05
2023	$993.20	$65.57
2024	$1,141.00	$73.66
2025	$1,305.60	$82.42
2026	$1,478.20	$91.27
2027	$1,659.30	$100.22
2028	$1,849.30	109.27
2029	$2,049.00	$118.46
2030	$2,258.80	$127.79
2031	$2,422.10	$134.10
2032	$2,577.00	$139.64
2033	$2,723.90	$144.47
2034	$2,863.00	$148.64
2035	$2,994.60	$152.21
2036	$3,118.80	$155.22
2037	$3,240.80	$157.94
2038	$3,360.40	160.39
2039	$3,482.30	$162.79
2040	$3,606.80	$165.17

F-9. HOUSEHOLD COSTS1		
Revenue Type	Rate	Average Annual Household Cost
State Motor Fuel Tax[2]		
Gasoline	20¢/ Gal 1¢/ Gal 5¢/ Gal 10¢/ Gal	$180 $9 $45 $90
Diesel	20¢/ Gal 1¢/ Gal 5¢/ Gal 10¢/ Gal	$180 $9 $45 $90
Registration Fee	$50.75/Veh $5/Veh $25/Veh	$76 $8 $38
Vehicle Fuel Equalization Fee3		$23
Statewide Sales Tax Increase	1%	$134
Motor Fuel Sales Tax (Gasoline)4	6.25% 1%	$151 $24
VMT Fee5	1¢/Mile	$180
Vehicle Property Tax/ Ad Valorem Tax6	2.400 Tax Rate	$300
Carbon Tax2	27.5¢/ Gal	$248
Drivers Lecense Surcharge	$5/License	$8

1 Estimated at 1.5 vehicles per household
2 Assumed 12,000 annual miles with a fuel efficieny of 20 mpg
3 Assumes an average midsize sedan combined fuel efficiency of 22.9 mpg.
4 Fuel price is the annual statewide average obtained from the Energy Information
5 Assumes 12,000 annual vehicle miles traveled
6 Calculation based on a 2006 Ford Taurus SE with a suggested value of $8,325
7 FHWA Highway Statistics Publication

Possible Revenue Sources

From the 2030 Committee 2011 Report, the following provides examples for methods to generate revenue to address funding shortfalls. They can be summarized as follows;

Capture Existing Revenue

Some transportation-related taxes and fees are directed to other state funds; these monies could be "captured" by directing them into the State Highway Fund from the fund(s) to which they are currently dedicated. Revenues directed to the general revenue fund each year include:

- $750 million from Fund 6 diversion
- $100 million from various fees for oversized- and overweight-truck permits.
- $111 million from the motor vehicle seller-financed sales tax.
- $130 million from the motor vehicle rental gross receipts tax.
- $756 million from 75 percent of the oil production tax.
- $2.3 billion from the motor vehicle sales and use tax.

Systemwide Sources

- Increasing the state fuel tax 5 cents per gallon would generate an estimated $420 million in 2012 and $280 million in 2030. The decline in this amount is due to the expected increase in the miles per gallon that vehicles will achieve over time.
- Indexing the state fuel tax to inflation would yield $42 million in 2012 and $41 million in 2030.
- An increase to the registration fee of $25 per vehicle produces an estimated $570 million in 2012 and $770 million in 2030.
- Increasing the state sales tax by one-quarter of 1 percent and dedicating the increase to transportation would yield $750 million in 2012 and as much as $1.3 billion by 2030.
- Increasing the state vehicle sales tax by 1 percent and dedicating it to transportation would provide $510 million in 2012 and $760 million in 2030.
- Imposing a driver's license surcharge of $10 would yield $220 million in 2012 and $310 million in 2030.
- A vehicle fuel equalization fee imposed on vehicles with high fuel efficiency could compensate for the loss of fuel tax revenue. Annual revenue by 2030 is estimated to be $180 million. The effect on the average Texas motorist would be $160 per year and would be paid only by those who drive cars with fuel efficiencies greater than the Texas fleet-wide average.
- Vehicle inspection fee surcharge for non-attainment areas.

Targeted Options

Targeted options consist of taxes and fees that are raised by defined projects (such as toll roads) or areas and used only for improvements within that project or area. The revenues generated by these options would not be deposited into the State Highway Fund. They would be instituted and collected at the local or regional level. These options include increasing tolls, charging freight container fees or charging a fee to drive in congested areas.

Local-Level Approaches

Local-level approaches include a range of possible taxes imposed at the local level to generate revenues for transportation projects in the immediate locale. A 1 percent increase in the local sales tax or an additional 1 cent increase in motor fuel taxes paid are some examples of these local approaches.

15
Appropriations versus Spent

Appropriations versus Spent

The following sheets explain why appropriations don't always match what is spent. In the example from 2009, the amount appropriated was over $2 billion more than was spent. In FY 2011, the amount was over $3 billion.

TxDOT operates on a cash flow basis based on revenue from federal and state user fees and therefore must maintain a positive balance. TxDOT spends funds available and obligates and spends all federal funds appropriated, including funds from other states unable to match their federal funds. TxDOT makes sure its highway funds are spent to their fullest amount and appropriations are a best guess based on funding sources.

2009 TxDOT Expenditures Compared to Appropriations

Legislative Appropriation Goal			Budget Strategy	2009 Appropriation ($)	Expenditures as of 10/16/09	Balance
Alpha	Numeric	Description				
A		Transportation Planning				
	1.1.1	PLAN/DESIGN/MANAGE	101	399,516,753.90	330,386,025.52	69,130,728.38
	1.1.2	CONTRACTED PLANNING AND DESIGN	111	576,885,475.38	192,235,229.42	384,650,245.96
	1.1.3	RIGHT-OF-WAY ACQUISITION	102	639,114,696.12	434,363,463.12	204,751,233.00
	1.1.4	RESEARCH	116	22,448,277.16	16,988,082.38	5,460,194.78
		Subtotal		**1,637,965,202.56**	**973,972,800.44**	**663,992,402.12**
B		Transportation Construction				
	2.1.1	TRANSPORTATION CONSTRUCTION	103	4,202,365,616.62	3,056,706,893.64	1,145,658,722.98
	2.1.2	AVIATION SERVICES	106	129,448,625.25	101,536,392.47	27,912,232.78
		Subtotal		**4,331,814,241.87**	**3,158,243,286.11**	**1,173,570,955.76**
C		Maintenance and Preservation				
	3.1.1	CONTRACTED MAINTENANCE	104	2,638,555,172.38	2,546,229,586.13	92,325,586.25
	3.1.2	ROUTINE MAINTENANCE	105	567,701,150.92	500,868,586.00	66,832,564.92
	3.1.3	GULF WATERWAY	108	1,616,612.86	163,457.80	1,453,155.06
	3.1.4	FERRY SYSTEM	109	41,528,521.12	34,773,747.32	6,754,773.80
	3.1.5	GROSS WEIGHT AND AXLE FEES	141	6,898,470.00	6,898,469.29	0.71
		Subtotal		**3,256,299,927.28**	**3,088,933,846.54**	**167,366,080.74**
D		Optimize Services and Systems				
	4.1.1	PUBLIC TRANSPORTATION	107	130,359,758.48	56,895,323.54	73,464,434.94
	4.1.2	MEDICALTRANSPORTATION	137	1,759,766.46	1,689,782.54	69,983.92
	4.1.3	REGISTRATION & TITLING	110	93,799,901.10	79,142,887.63	14,657,013.47
	4.1.4	VEHICLE DEALER REGULATION	115	6,911,688.14	6,733,639.93	178,048.21
	4.2.1	TRAFFIC SAFETY	201	50,964,428.94	47,929,517.78	3,034,911.16
	4.3.1	TRAVEL INFORMATION	301	18,908,751.28	17,787,374.47	1,121,376.81
	4.4.1	AUTOMOBILE THEFT PREVENTION	132	15,150,332.78	10,345,760.26	4,804,572.52
	4.5.1	RAIL SAFETY	202	1,278,306.72	810,355.54	467,951.18
		Subtotal		**319,132,933.90**	**221,334,641.69**	**97,798,292.21**
E		Indirect Administration				
	5.1.1	CENTRAL ADMINISTRATION	601	47,955,736.50	39,101,731.86	8,854,004.64
	5.1.2	INFORMATION RESOURCES	602	43,855,563.50	37,990,417.87	5,865,145.63
	5.1.3	OTHER SUPPORT SERVICES	603	38,688,219.55	34,449,128.37	4,239,091.18
	5.1.4	REGIONAL ADMINISTRATION	604	63,905,584.54	54,629,381.73	9,276,202.81
		Subtotal		**194,405,104.09**	**166,170,659.83**	**28,234,444.26**
		TOTAL		**9,739,617,409.70**	**7,608,655,234.61**	**2,130,962,175.09**

Source: USAS
Note: Not all charges have been applied so this is not a final report. August 2009

Texas Department of Transportation
Fiscal Year 2009

Fund Source	Approp	Expend	Variance	Notes
GR	2,504,000	2,115,000	389,000	Associated with MCD activities
GR - Insurance Tax & Fees	750,000	750,000	-	Associated with CRIS
GR - Tx Hwy Beautification	635,000	365,000	270,000	Outdoor advertising & junkyard control
Federal Reimbursements	3,188,400,000	2,750,500,000	437,900,000	Reimbursement lower than projected due to expenditures being lower during the year. Is a timing issue (funds may have been received sooner or later than expected) as all federal funds were obligated.
ARRA	662,200,000	157,705,000	504,495,000	Legislature appropriated more in FY 2009 than we could ever spend. Believe they took the $2.25 billion we received and subtracted the projected expenditures for FY 2010-11 to arrive at the figure for FY 2009. This ignores that much of ARRA will be spent in FY 2013 and after.
Prop 14	733,230,000	500,362,000	232,868,000	Expenditures were lower than originally projected due to overall timing of project progress.
TMF	1,219,120,000	592,633,000	626,487,000	Expenditures lower than projected due to expenditures being higher in previous years (2007 and 2008) and therefor proceeds were not available as they had been previously spent; and due to overall timing of project progress.
TMF - Debt Service	262,080,000	262,080,000	-	Debt service for TMF.
SHF	2,832,041,000	2,703,331,000	128,710,000	**
SHF - Prop 14 Debt Service	230,105,000	230,105,000	-	Debt service for Prop 14.
Interagency Contracts	2,850,000	2,850,000	-	Associated with Flight Services.
SH 121	605,205,000	605,205,000	-	From the $3.2 billion payment from NTTA.
TxDOT Total	9,739,120,000	7,808,001,000	1,931,119,000	

* All figures are rounded

** Includes the following:

Contracted Routine Maintenance - Capital budget of $71M

Routine Maintenance - Capital Budget of $33M and Operating of $4M

Central Administration - Operating of $6M

Information Resources - Capital Budget of $2.5M and Operating of $3M

Regional Administration - Capital Budget of $1.5M and Operating of $3M

2011 TxDOT Expenditures Compared to Appropriations

Legislative Appropriation Goal			Budget Strategy	2011 Appropriation	Expenditures as of 12/01/11	Balance
Alpha	Numeric	Description				
	Transportation Planning					
A	1.1.1	PLAN/DESIGN/MANAGE	101	385,994,564.00	300,010,765.00	85,983,799.00
	1.1.2	CONTRACTED PLANNING AND DESIGN	111	279,407,077.00	195,007,014.00	84,400,063.00
	1.1.3	RIGHT-OF-WAY	102	520,842,195.00	300,151,348.00	220,690,847.00
	1.1.4	RESEARCH	116	22,112,282.00	21,074,507.00	1,037,775.00
			Subtotal	1,208,356,118.00	816,243,634.00	392,112,484.00
	Transportation Construction					
B	2.1.1	Existing Construction Contracts (est)	103	1,343,192,490.00	625,954,178.00	717,238,312.00
	2.1.2	New Construction Contracts (est)	113	1,184,928,181.00	808,831,488.00	376,096,693.00
	2.1.3	Construction Grants & Services (est)	114	865,320,266.00	694,833,507.00	170,486,759.00
	2.1.4	Aviation Services	106	99,405,120.00	98,302,928.56	1,102,191.44
			Subtotal	3,492,846,057.00	2,227,922,101.56	1,264,923,955.44
	Maintenance and Preservation					
C	3.1.1	Exinting Maintenance Contracts	104	1,156,419,751.00	440,819,440.00	715,600,311.00
	3.1.2	New Maintenance Contracts	142	1,544,614,895.00	1,298,157,148.00	246,457,747.00
	3.1.3	Contracted Routine Maintenance	144	584,308,089.00	585,119,874.00	-811,785.00
	3.1.4	Routine Maintenance	105	649,959,345.00	609,405,626.00	40,553,719.00
	3.1.5	Gulf Waterway	108	977,177.00	190,549.00	786,628.00
	3.1.6	Ferry System	109	36,907,245.00	35,926,661.00	980,584.00
			Subtotal	3,973,186,502.00	2,969,619,298.00	1,003,567,204.00
	Optimize Services and Systems					
D	4.1.1	Public Transportation	107	106,736,337.00	106,547,463.00	188,874.00
	4.2.1	Traffic Safety	201	51,917,272.00	51,684,462.00	232,810.00
	4.3.1	Travel Information	301	19,436,075.00	17,836,899.00	1,599,176.00
			Subtotal	178,089,684.00	176,068,824.00	2,020,860.00
	*** Enhance Rail Transportation**					
E	5.1.1	Rail Plan/Design/Manage	204	3,494,151.00	1,829,106.00	1,665,045.00
	5.1.2	Rail Contracted Plan/Design	205	5,436,952.00	5,436,952.00	-
	5.1.3	Rail Construction	206	2,100,000.00	1,678,819.00	421,181.00
	5.1.4	Rail Maintenance	207	-	-	-
	5.1.5	Rail Safety	202	1,128,150.00	1,060,687.00	67,463.00
			Subtotal	12,159,253.00	10,005,564.00	2,153,689.00
	Indirect Administration					
F	6.1.1	Central Administration	601	60,217,591.00	52,945,535.00	7,272,056.00
	6.1.2	Information Resources	602	93,531,220.00	66,370,368.00	27,160,852.00
	6.1.3	Other Support Services	603	40,572,299.00	34,098,878.00	6,473,421.00
	6.1.4	Regional Administration	604	62,857,188.00	52,035,769.00	10,821,419.00
			Subtotal	257,178,298.00	205,450,550.00	51,727,748.00
	Debt Service Payments					
G	7.1.1	General Obligation Bonds	620	86,249,102.00	22,503,786.06	63,745,315.94
	7.1.2	State Highway Fund Bonds	621	498,924,939.00	288,368,571.00	210,556,368.00
	7.1.3	Texas Mobility Fund Bonds	622	370,508,100.00	326,999,071.00	43,509,029.00
	7.1.4	Other Debt Service	623	70,411,259.00	70,411,259.00	-
			Subtotal	1,026,093,400.00	708,282,687.06	317,810,712.94
	Deliver Transportation Projects through SH 121 Toll Project Funds					
H	8.1.1	Plan/Design/Manage - SH 121	161	7,245,914.00	7,245,914.00	-
	8.1.2	Contract Plan/Design/Manage - SH 121	162	72,478,162.00	10,000,000.00	62,478,162.00
	8.1.3	Right-of-ROW Acquisition - SH121	163	85,923,967.00	85,923,967.00	-
	8.1.4	Existing Construction - SH 121	164	140,539,989.00	132,092,934.00	8,447,055.00
	8.1.5	New Construction - SH 121	165	254,334,603.00	65,800,823.00	188,533,780.00
	8.1.6	Existing SH 121 Maintenance - SH 121	166	34,517,138.00	18,157,548.00	16,359,590.00
	8.1.7	New Maintenance - SH 121	167	134,714,830.00	7,350,991.00	127,363,839.00
			Subtotal	**729,754,603.00**	326,572,177.00	403,182,426.00
	Deliver Transportation Projects through SH 130 Toll Project Funds					
I	9.1.2	New Construction - SH 130	171	8,000,000.00	6,027,947.00	1,972,053.00
			Subtotal	**8,000,000.00**	**6,027,947.00**	**1,972,053.00**
			Total	**10,885,663,915.00**	**7,446,192,782.62**	**3,439,471,132.38**

Source: 2012 Operating Budget.

* The Rail goal was not added to our structure until the 2012-13 biennium, however we are showing it here since we showed it in the Operating Budget.

Texas Department of Transportation Appropriation Year 2011				
Fund Source	Appropriation	Expended	Variance	Notes
General Revenue	82,798,457	18,971,233	63,827,224	Associated with Debt Service
Insurance Companies	750,000	750,000	-	Associated with CRIS
Dedicated - Highway Beautification	782,202	731,451	50,751	Outdoor advertising & junkyard control
ARRA	1,258,470,473	762,229,598	496,240,875	All but $1.1 million is attributable to the Hwy & Bridge Stimulus funding. The majority occurred in strategy B.1.1 Existing Construction Contracts. The lapsed funds were reappropriated in the next biennium.
Federal Funds	47,364,245	47,364,245	-	
Federal Reimbursements	3,551,747,474	2,455,182,914	1,096,564,560	Reimbursements were lower than projected in B.1.2 New Construction Contracts and C.1.1 Existing Maintenance Contracts due to expenditures being lower than planned.
State Highway Funds	2,692,737,698	2,128,053,496	564,684,202	The majority of the lapses were in B.1.1 Existing Construction Contracts and B.1.3 Construction Grants & Services. We did not complete as many projects as budgeted.
Appropriated Receipts	87,417	87,417	-	
Interagency Contracts	5,139,346	5,139,346	-	Associated with flight services
Bond Proceeds	25,928,982	20,922,365	5,006,617	Associated with Colonias bonds
Bond Proceeds - Texas Mobility Fund	239,413,431	141,794,472	97,618,959	
Bond Proceeds - State Highway Fund	727,894,650	595,275,335	132,619,315	The lapse was due to projects that meet bond funding criteria not progressing as expected.
State Highway Fund - Debt Service	551,617,106	341,060,738	210,556,368	We didn't issue any new SHF/Prop 14 debt in FY 2011 as might have been planned so debt service was lower than budgeted.
Texas Mobility Fund - Debt Service	347,204,166	303,695,137	43,509,029	
Highway Fund 6 - Toll Revenue	729,754,603	326,572,177	403,182,426	Associated with SH 121
Highway Fund 6 - Concession Fees	8,000,000	6,027,947	1,972,053	Associated with SH 130
Bond Proceeds - GO Bonds Total	615,973,665	292,334,912	323,638,753	The lapse was due to projects that meet bond funding criteria not progressing as expected.
Totals	**10,885,663,915**	**7,446,192,783**	**3,439,471,132**	

16
Federal Fuel Tax Rate of Return

Federal Fuel Tax Rate of Return

The following documents are included in this section.

1. **Federal fuel tax rate of return 1957-2010**—This report from the Federal Highway Statistics shows that Texas has received the lowest rate of return of its federal taxes sent to Washington.
2. **Federal rate of return for highways 2000-2010**—This sheet shows the rate of return for highways for Texas.

COMPARISON OF FEDERAL HIGHWAY TRUST FUND HIGHWAY ACCOUNT RECEIPTS ATTRIBUTABLE TO THE STATES AND FEDERAL-AID APPORTIONMENTS AND ALLOCATIONS FROM THE HIGHWAY ACCOUNT 1/ FISCAL YEARS 1957 - 2010

AUGUST 2011 (THOUSANDS OF DOLLARS) TABLE FE-221

STATE	PAYMENTS INTO THE FUND 2/				APPORTIONMENTS AND ALLOCATIONS FROM THE FUND 3/				RATIO OF APPORTIONMENTS AND ALLOCATIONS TO PAYMENTS		TOTAL RATE OF RETURN	
	FISCAL YEAR 2010	PERCENT OF TOTAL	CUMULATED SINCE 7-1-56	PERCENT OF TOTAL	FISCAL YEAR 2010	PERCENT OF TOTAL	CUMULATED SINCE 7-1-56	PERCENT OF TOTAL	FISCAL YEAR 2010	CUMULATED SINCE 7-1-56	$ Gain / (Loss)	% Gain / (Loss)
Texas	2,851,077	9.449	61,467,289	8.366	3,465,384	7.979	57,252,931	6.760	1.22	0.93	(4,214,358)	-6.86%
Indiana	763,887	2.532	19,628,648	2.672	1,042,196	2.400	18,650,550	2.202	1.36	0.95	(978,098)	-4.98%
North Carolina	912,879	3.025	21,932,269	2.985	1,149,695	2.647	20,972,918	2.476	1.26	0.96	(959,351)	-4.37%
Michigan	897,316	2.974	25,285,030	3.442	1,163,503	2.679	24,561,117	2.900	1.30	0.97	(723,913)	-2.86%
South Carolina	583,364	1.933	12,513,689	1.703	687,554	1.583	12,044,269	1.422	1.18	0.96	(469,420)	-3.75%
Georgia	1,067,167	3.537	26,059,048	3.547	1,433,381	3.300	25,602,003	3.023	1.34	0.98	(457,045)	-1.75%
Ohio	1,121,130	3.715	30,021,371	4.086	1,473,065	3.392	29,590,339	3.494	1.31	0.99	(431,032)	-1.44%
Florida	1,590,250	5.270	36,261,335	4.935	2,062,252	4.748	36,268,719	4.282	1.30	1.00	7,384	0.02%
Oklahoma	472,069	1.564	12,202,954	1.661	670,233	1.543	12,210,446	1.442	1.42	1.00	7,492	0.06%
Tennessee	700,014	2.320	17,500,893	2.382	948,059	2.183	17,865,432	2.109	1.35	1.02	364,539	2.08%
New Jersey	864,243	2.864	21,269,326	2.895	1,074,263	2.473	21,707,543	2.563	1.24	1.02	438,217	2.06%
Maine	154,216	0.511	3,879,792	0.528	221,680	0.510	4,452,358	0.526	1.44	1.15	572,566	14.76%
Missouri	743,615	2.464	18,620,585	2.534	1,077,106	2.480	19,218,699	2.269	1.45	1.03	598,114	3.21%
Nebraska	230,412	0.764	5,776,311	0.786	326,414	0.752	6,576,509	0.776	1.42	1.14	800,198	13.85%
Wisconsin	559,794	1.855	14,131,073	1.923	821,197	1.891	15,023,883	1.774	1.47	1.06	892,810	6.32%
New Hampshire	132,949	0.441	3,075,448	0.419	186,587	0.430	4,019,240	0.475	1.40	1.31	943,792	30.69%
Kentucky	538,081	1.783	13,160,604	1.791	744,958	1.715	14,184,942	1.675	1.38	1.08	1,024,338	7.78%
Arizona	595,936	1.975	12,740,591	1.734	810,783	1.867	13,777,721	1.627	1.36	1.08	1,037,130	8.14%
Arkansas	380,384	1.261	9,604,776	1.307	577,539	1.330	10,665,964	1.259	1.52	1.11	1,061,188	11.05%
Kansas	318,679	1.056	8,418,644	1.146	435,388	1.002	9,557,841	1.128	1.37	1.14	1,139,197	13.53%
Iowa	401,067	1.329	9,376,364	1.276	537,751	1.238	10,640,375	1.256	1.34	1.13	1,264,011	13.48%
Nevada	251,430	0.833	4,869,839	0.663	410,421	0.945	6,321,917	0.746	1.63	1.30	1,452,078	29.82%
Delaware	83,461	0.277	2,058,898	0.280	200,054	0.461	3,513,225	0.415	2.40	1.71	1,454,327	70.64%
Mississippi	389,926	1.292	9,618,046	1.309	544,862	1.254	11,231,991	1.326	1.40	1.17	1,613,945	16.78%
Colorado	461,516	1.529	10,007,514	1.362	598,641	1.378	11,663,319	1.377	1.30	1.17	1,655,805	16.55%
Utah	270,959	0.898	5,829,412	0.793	366,401	0.844	7,640,584	0.902	1.35	1.31	1,811,172	31.07%
New Mexico	268,995	0.891	6,217,261	0.846	416,431	0.959	8,074,687	0.953	1.55	1.30	1,857,426	29.88%
Oregon	368,176	1.220	9,273,437	1.262	561,463	1.293	11,233,094	1.326	1.52	1.21	1,959,657	21.13%
Virginia	856,743	2.839	19,961,221	2.717	1,108,700	2.553	22,056,058	2.604	1.29	1.10	2,094,837	10.49%
Alabama	579,307	1.920	14,492,310	1.973	833,407	1.919	16,631,096	1.964	1.44	1.15	2,138,786	14.76%
Vermont	64,523	0.214	1,763,892	0.240	225,843	0.520	4,061,517	0.480	3.50	2.30	2,297,625	130.26%
California	2,990,437	9.910	74,574,207	10.150	3,999,691	9.209	76,923,483	9.082	1.34	1.03	2,349,276	3.15%
Wyoming	140,614	0.466	3,360,334	0.457	303,800	0.699	5,876,413	0.694	2.16	1.75	2,516,079	74.88%
Idaho	162,845	0.540	3,816,756	0.519	321,107	0.739	6,382,555	0.754	1.97	1.67	2,565,799	67.22%
Minnesota	539,355	1.787	12,298,318	1.674	797,416	1.836	15,040,745	1.776	1.48	1.22	2,742,427	22.30%
Illinois	1,120,449	3.713	28,137,714	3.830	1,527,179	3.516	31,049,482	3.666	1.36	1.10	2,911,768	10.35%
Rhode Island	74,049	0.245	2,078,606	0.283	254,072	0.585	5,070,501	0.599	3.43	2.44	2,991,895	143.94%
North Dakota	108,638	0.360	2,517,726	0.343	381,812	0.879	5,646,134	0.667	3.51	2.24	3,128,408	124.26%
Maryland	575,336	1.907	12,947,333	1.762	694,160	1.598	16,145,726	1.906	1.21	1.25	3,198,393	24.70%
South Dakota	120,878	0.401	2,706,337	0.368	326,838	0.752	5,956,863	0.703	2.70	2.20	3,250,526	120.11%
Dist. of Col.	22,491	0.075	964,362	0.131	172,458	0.397	4,248,437	0.502	7.67	4.41	3,284,075	340.54%
Louisiana	535,850	1.776	13,015,493	1.772	870,966	2.005	16,548,531	1.954	1.63	1.27	3,533,038	27.14%
Hawaii	80,690	0.267	1,872,896	0.255	199,864	0.460	5,564,606	0.657	2.48	2.97	3,691,710	197.11%
Washington	567,226	1.880	13,592,082	1.850	798,105	1.838	18,243,593	2.154	1.41	1.34	4,651,511	34.22%
Montana	138,295	0.458	3,429,422	0.467	431,969	0.995	8,481,823	1.001	3.12	2.47	5,052,401	147.33%
Connecticut	301,142	0.998	7,940,276	1.081	553,993	1.275	13,384,859	1.580	1.84	1.69	5,444,583	68.57%
West Virginia	200,621	0.665	5,449,928	0.742	493,738	1.137	10,917,738	1.289	2.46	2.00	5,467,810	100.33%
Massachusetts	527,269	1.747	13,794,541	1.878	679,614	1.565	19,433,330	2.294	1.29	1.41	5,638,789	40.88%
Pennsylvania	1,158,416	3.839	30,841,617	4.198	1,784,735	4.109	38,233,592	4.514	1.54	1.24	7,391,975	23.97%
Alaska	115,125	0.382	1,742,898	0.237	604,383	1.392	10,553,354	1.246	5.25	6.06	8,810,456	505.51%
New York	1,221,504	4.048	32,605,924	4.438	1,752,770	4.035	41,993,674	4.958	1.43	1.29	9,387,750	28.79%
Total	**30,174,795**	**100.000**	**734,704,640**	**100.000**	**43,123,881**	**99.286**	**842,966,726**	**99.527**	**1.43**	**1.15**	**108,262,086**	**14.74%**
American Samoa	-	-	-	-	21,720	0.050	186,245	0.022	-	-		
Guam	-	-	-	-	16,598	0.038	448,186	0.053	-	-		
N. Marianas	-	-	-	-	6,426	0.015	123,719	0.015	-	-		
Puerto Rico	-	-	-	-	248,323	0.572	2,822,771	0.333	-	-		
Virgin Islands	-	-	-	-	16,840	0.039	424,073	0.050	-	-		
Grand Total	**30,174,795**	**100.000**	**734,704,640**	**100.000**	**43,433,788**	**100.000**	**846,971,720**	**100.000**	**1.44**	**1.15**		

1/ Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. The $14,700,000,000 transfer from the General Fund to the Highway Trust Fund is not included in the data. Excluded are motor fuel tax amounts transferred to: the Mass Transit Account of the Highway Trust Fund; and the Leaking Underground Storage Tank Trust Fund. In addition, amounts representating motor boat use of gasoline are transferred to the Aquatice Resources Trust fund and the Land and Water Conservation Fund.

2/ Total Federal Highway Trust Fund receipts (for apportionment purposes only) are reported by the U.S. Department of the Treasury . Payments into the Highway Trust Fund attributable to highway users in each State are estimated by the Federal Highway Administration.

3/ Includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the States, e.g., portions of Indian Reservation Roads and safety programs.

Comparison of Federal Highway Trust Fund Highway Account Receipts Attributable to Texas and Federal-Aid Apportionments and Allocations from the Highway Account 1

	Highway Account Deposits 2			Highway Account Uses 3					
FFY	Texas	Total	Texas' %	Texas	Total	Texas' %	Partial ROR of Hwy Acct	% deposited to Hwy Acct	ROR for Hwys
2010	2,851,077	30,174,795	9.45%	3,465,384	43,433,788	7.98%	84.44%	86.51%	73.05%
2009	2,896,992	30,126,399	9.62%	3,442,894	42,868,191	8.03%	83.47%	86.60%	72.29%
2008	2,921,406	31,341,702	9.32%	3,120,314	41,304,449	7.55%	81.01%	86.43%	70.02%
2007	3,202,376	34,899,255	9.18%	3,216,831	41,809,281	7.69%	83.77%	87.65%	73.42%
2006	2,954,981	33,712,281	8.77%	2,824,186	38,044,278	7.42%	84.61%	87.63%	74.14%
2005	2,969,797	32,907,508	9.02%	2,845,903	37,758,225	7.54%	83.59%	87.39%	73.05%
2004	2,605,543	29,785,004	8.75%	2,797,856	34,726,541	8.06%	92.11%	86.75%	79.91%
2003	2,576,091	28,961,689	8.89%	2,287,543	30,007,265	7.62%	85.71%	86.64%	74.26%
2002	2,549,276	27,982,936	9.11%	2,562,972	33,295,770	7.70%	84.52%	86.54%	73.14%
2001	2,328,273	26,915,773	8.65%	2,401,402	34,668,612	6.93%	80.12%	86.00%	68.90%
2000	2,573,239	30,347,210	8.48%	2,199,108	30,007,691	7.33%	86.44%	87.21%	75.38%
2000-2010	**30,429,051**	**337,154,552**	**9.03%**	**31,164,393**	**407,924,091**	**7.64%**	**84.61%**	**86.88%**	**73.51%**

Calculated % of %

Source: Calculated from data in Table FE-9 showing % of Texas' deposits going to highway account

Calculated % of %

1 Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. The $14,700,000,000 transfer from the General Fund to the Highway Trust Fund is not included in the data. Excluded are motor fuel tax amounts transferred to: the Mass Transit Account of the Highway Trust Fund; and the Leaking Underground Storage Tank Trust Fund. In addition, amounts representating motor boat use of gasoline are transferred to the Aquatice Resources Trust fund and the Land and Water Conservation Fund.

2 Total Federal Highway Trust Fund receipts (for apportionment purposes only) are reported by the U.S. Department of the Treasury . Payments into the Highway Trust Fund attributable to highway users in each State are estimated by the Federal Highway Administration.

3 Includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the States, e.g., portions of Indian Reservation Roads and safety programs.

For an electronic version of this and other resources on how highway funding can help your bottom line, visit our web site at **www.infrastructuretexas.org**