

Draft Texas Department of Transportation (TxDOT) Legislative Appropriations Request (LAR)

Following is a draft version of TxDOT's LAR for FY 2014-2015 that is due to be submitted to the Legislative Budget Board (LBB) on August 30, 2012. It is expected that the version submitted to the LBB will differ from this draft for a number of reasons:

- This draft was submitted to the Texas Transportation Commission on July 26, 2012, to allow the Commission an opportunity to review and provide comments on the LAR as they will consider it for final approval in August.
- Recent action by Congress has clarified the amount of federal highway funding to be allocated to Texas for FY 2012, 2013, and 2014. There has not been enough time since this recent Congressional action to fully integrate into this draft LAR the priorities of our transportation partners at the Metropolitan Planning Organizations as they work to select the projects they want to advance with these newly identified funds, schedule when the projects will be awarded, and for TxDOT to forecast when the payments on these contract will occur. Over the coming month TxDOT will work with our partners and integrate these expenditures into the LAR.

Legislative Appropriations Request

for Fiscal Years 2014 and 2015

Submitted to the
Governor's Office of Budget, Planning and Policy
and the Legislative Budget Board

by the

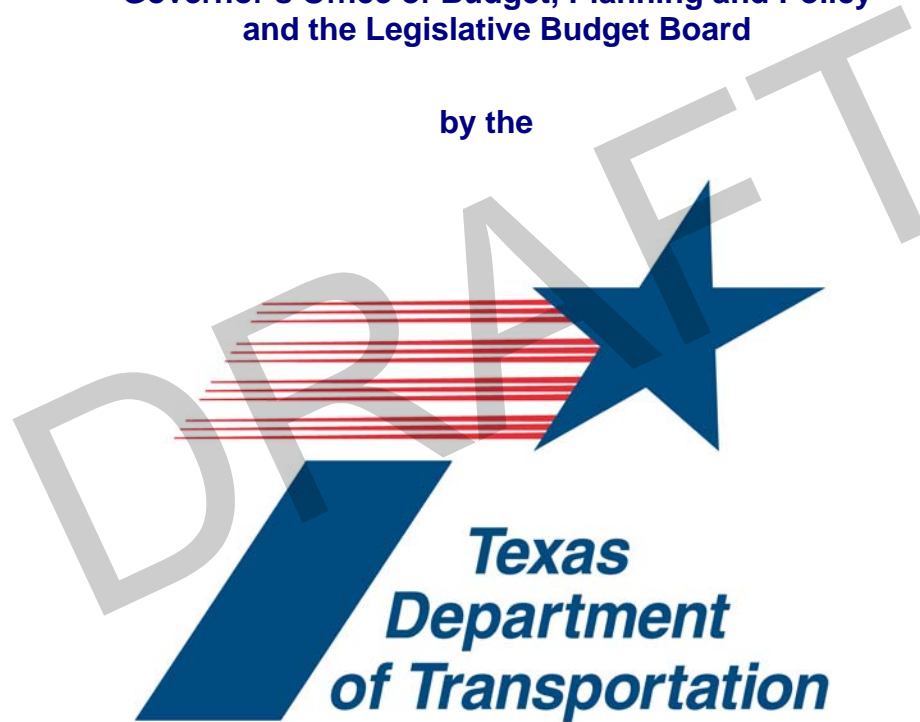


EXHIBIT A

July 26, 2012

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Agency code: **601**

Agency name: **Department of Transportation**

Texas Transportation Commission members, their hometowns and terms in office:

- Chair: Ted Houghton, El Paso, 2003-2015
- Jeff Austin, III, Tyler, 2011-2013
- Fred Underwood, Lubbock, 2007-2015
- Jeff Moseley, Houston, 2012-2017
- Bill Meadows, Fort Worth, 2008-2013

Introduction

For the last several years the Texas Department of Transportation (TxDOT) has been undergoing a process of modernization. Modernization has set the foundation for change as TxDOT strives to become a best-in-class state agency. Modernization was the first step in establishing a new way of doing business and building a culture of excellence. The Texas Transportation Commission and TxDOT are now more focused than ever on our mission. Modernization has created a disciplined approach to prioritizing improvements to ensure future initiatives are aligned with our goals. The department is more accountable in the delivery of our services, more innovative in developing transportation solutions and more responsive to improving customer satisfaction.

Mission, Goals and Values

TxDOT's mission is to work with others to provide safe and reliable transportation solutions for Texas.

Goals

- Maintain a safe system
- Address congestion
- Connect Texas communities
- Become best-in-class state agency

Values

- Trust
- Integrity
- Responsibility
- Excellence
- Service

Meeting these goals will greatly benefit the citizens of Texas, as well as make it easier for the public and elected officials to evaluate TxDOT's effectiveness.

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Toward More Financial Transparency

Numerous interlocking planning documents guide the department and local officials over the multiyear timeframe that projects are conceived, planned, and constructed. These numerous plans contribute to the difficulty in achieving complete financial transparency. However, the Legislative Appropriations Request (LAR), one of the key elements of the department's financial map, provides an opportunity to offer greater insight into the department's financial planning. The 2014-2015 LAR is designed to give legislators and the public a clearer view of the state of infrastructure in Texas and examine opportunities to improve our funding, transparency, and efficiency.

TxDOT's financial managements systems are archaic and obsolete. First installed in the early 1980s, TxDOT's mainframe contains massive amounts of accurate data but does not provide an efficient way to access and sort the data according to today's needs. This has contributed to the lack of financial transparency when legislators and others ask for real-time information about the department's finances. At the direction of the Texas Legislature, TxDOT and the Comptroller of Public Accounts have been working to upgrade the department's financial management systems as part of the state's Centralized Accounting and Payroll/Personnel System (CAPPS) capital project.

TxDOT submitted a request to the Legislative Budget Board to move \$23 million into the appropriate capital budget strategy to support ongoing work on this important endeavor. At the time of this writing (July 2012), the request is still pending. This funding, which is taken from other capital budget items, will assist TxDOT and the Comptroller in determining how much funding will be required in 2014-2015 to complete the project. Currently, the LAR requests an additional \$23 million for this purpose.

Lettings Forecast

"Letting" is the process of providing notice, issuing proposals, receiving bids, and awarding contracts for highway improvement projects. At this stage of project development, department staff must have a realistic view of how much cash will be available over the following few years to make progress payments on contracts awarded. We must look at more than what is appropriated for that biennium or what had been programmed in the past. We need to ensure that there is sufficient revenue to support the appropriation. And we need to ensure that the revenue will be there beyond the biennium as each project may continue to pay out over several years.

TxDOT's appropriation provides authority to expend revenue on the entire array of department functions including capital purchases, information technology, salaries, and payments for new and existing projects. The General Appropriations Act does not specify how much in new contracts the department can enter into for highway improvements. Instead, the Act specifies how much can be paid out on new contracts during the biennium. The purpose of the ensuing paragraphs in this statement is to allow legislators to see how appropriations are translated into new project starts in the next biennium.

In previous LARs, TxDOT would request the necessary funds to support conservative letting targets in the biennium and to continue making payments on previously let projects. Given clear indications from the legislative leadership that the department's request focus more on what is needed, the LAR makes the following assumptions that could raise our letting totals to more desirable levels in 2014 and 2015.

The Baseline Letting Forecast

The department anticipates that in 2014, lettings supported by State Highway Funds would be \$3.49 billion. In 2015 we expect to go to contract on \$2.82 billion in construction and maintenance projects supported by the State Highway Fund. These figures include \$78.7 million in 2014 and \$334.8 million in 2015 in projects payable from funds received from the North Texas Tollway Authority associated with the SH 121 project and SH 161 toll project. By state law, this revenue may only be spent on projects in the Dallas-Fort Worth region.

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Please note that pursuant to Rider 42 of the 2012-2013 General Appropriations Act, the department will have obligated the remaining \$3 billion of Proposition 12 General Obligation bond proceeds to active projects. Due to the timing difference between letting and project payments (appropriation), not all of the \$3 billion will be expended by the end of 2013 and therefore not all of the bonds will have been issued. The proceeds and the debt service required for these bonds in the next biennium are included in the baseline budget request.

Federal Funding

Approximately one-third of the TxDOT budget comprises federal funds. For several decades, federal aid for highways was supported by tax and fee revenue deposited to the Highway Trust Fund. When Congress enacted SAFETEA-LU that determined transportation spending from 2005 to 2009, they elected to spend down the balance of the fund which had built up over the years. This allowed them to raise each state's allocation relative to the previous long-term authorization but left no room to increase federal aid after 2009 absent an increase in federal motor fuel taxes, fees, or some other mechanism. Most observers agree that there is little appetite by Congress or the Administration to increase taxes or fees. As a consequence, TxDOT's revenue forecast contemplated that federal aid would not exceed the amount of revenue coming into the Highway Trust Fund and therefore federal funding would drop versus what was authorized in SAFETEA-LU.

Meanwhile, revenue came into the fund at much lower levels than Congress anticipated when it enacted SAFETEA-LU in 2005. Rather than cutting federal aid to match revenues, Congress elected to infuse general funds into the Highway Trust Fund to meet its obligations while it worked on a new authorization bill. These two circumstances—the lack of a long-term plan for federal aid and infusions of general funds into the trust fund—caused TxDOT's forecast to come in under what we now expect to receive in 2012. Therefore, we were able to announce in February the availability of \$750 million in federal funding for 2012.

Just weeks before completing the TxDOT's draft LAR, Congress reauthorized the federal surface transportation bill, MAP-21. Congress chose to keep federal funding through 2014 at the higher levels. This will require the continued transfer of general funds to the Highway Trust Fund. While this is good news, it poses two problems for the LAR. First, we could not plan on higher federal funding for 2013 and 2014 until the bill passed in July 2012. Therefore it is likely that the department will have to update the LAR once there is greater clarity about how each funding strategy is impacted. Secondly, there are no clear indications coming from Washington about how to forecast federal aid in 2015, the second year of the biennium.

For the purpose of forecasting letting in 2013 and the next biennium, we anticipate we will be able to let approximately \$660 million in 2013 and \$660 million in 2014. This is included in the baseline letting forecast noted above. We have also included an exceptional item for funds that could add \$660 million of letting over the baseline for 2015.

State Highway Fund Revenues

Also as an exceptional item, the department is requesting appropriation of most of the revenue expected to be available in the State Highway Fund. TxDOT is requesting \$663 million in 2014 and \$663 million in 2015 of State Highway funds. These funds would further increase lettings in the next biennium.

Transportation Finance Challenges

Texas and other states across the nation are facing serious challenges with respect to transportation finance including the historically decreasing purchasing power of the State Highway Fund, rising fuel efficiency, and pressing maintenance needs.

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Agency name: **Department of Transportation**

Inflation

One of the most significant challenges we face is the declining purchasing power of the State Highway Fund. In Texas, construction inflation increased 65 percent between 2002 and 2008. Since the downturn in the national economy, prices fell. But as the economy improves, prices are starting to maintain their upward trend. The state motor fuels tax has not been raised since 1991. Federal fuel taxes have not been raised since 1993. The bottom line is that while motor fuel tax revenue has risen (until recently) as more people move to and drive in Texas, highway construction costs have risen substantially since 1993.

Increasing Fuel Efficiency

Rising fuel efficiency in vehicles has an impact on motor fuels tax revenue. A flat \$.20 state fuel tax is levied on each gallon sold. It does not rise or fall with the price of fuel. As fuel efficiency rises, less fuel is purchased and therefore less revenue is collected. According to Cambridge Systematics, the median forecast for fuel efficiency by 2030 could be 34 miles per gallon, up from 17 miles per gallon in 2008.

Pressing Maintenance Needs

Increased system use also leads to increased maintenance. At least since 2002, the amount of *state* motor fuel tax revenue deposited to the State Highway Fund was less than what was spent to maintain the more than 191,000 lane-miles on the State Highway System. Meanwhile, TxDOT established an executive-level task force to study the impact of energy-development activities on the state's roadways. The task force, which includes representatives from the Department of Public Safety, the Department of Motor Vehicles, the Railroad Commission, the Texas Commission on Environmental Quality, counties and the energy and trucking industries, will develop plans to address infrastructure concerns and recommend long-term funding strategies. While the economic activity associated with energy-development activities is a substantial benefit to the state, TxDOT and local governments must ensure that the roads are well-maintained and safe.

Full Time Equivalent (FTEs)

The commission has anticipated the funding challenges cited above for some time. As a consequence, the department has made every effort to reduce operating costs before reducing transportation programs. In 2011 the Full Time Equivalent cap was 14,710.2, including positions that ultimately transferred to the Department of Motor Vehicles. In the 2012-2013 biennium, the commission sought, and the legislature approved, a cap of 12,087 which includes the departure of 116 FTEs transferred to the Department of Motor Vehicles. The commission is not requesting any changes to these staffing levels.

Exceptional Item Requests

The commission makes the following exceptional item requests.

State Highway Fund Revenues

As noted above, the department requests as an exceptional item, the appropriation of most of the revenue expected to be available from the State Highway Fund in the next biennium.

Federal Funds

Congress authorized federal surface transportation programs through 2014. As an exceptional item, the department is requesting \$382.5 million in additional federal funding in 2015 in case Congress reauthorizes federal transportation programs at 2014 levels. This funding could support \$660 million in letting in that year.

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Rail

TxDOT requests a general revenue appropriation of \$11.1 million for improvements to the South Orient Railroad in West Texas. The funding would support the rehabilitation of the South Orient rail line between Sulphur Junction and Fort Stockton (12.52 miles) and would be used for the reconstruction of the international rail bridge at Presidio. TxDOT is prohibited from using State Highway Funds, which are constitutionally dedicated to construction and maintenance of public roadways.

Transportation Revolving Fund

Members of the Transportation Commission have been exploring an idea that would allow state funds to be used as a secondary pledge of revenue for the payment of obligations and credit agreements incurred by local tolling authorities. This could allow such entities to improve their credit ratings or access additional financing for needed projects. This would be especially helpful to startup toll authorities such as Regional Mobility Authorities or tolling entities that have fully leveraged their existing system revenues. While there is no associated item in the LAR at present, as the idea progresses, the commission may seek an appropriation for such activities.

Impact of 10 Percent General Revenue-Related Base Reduction

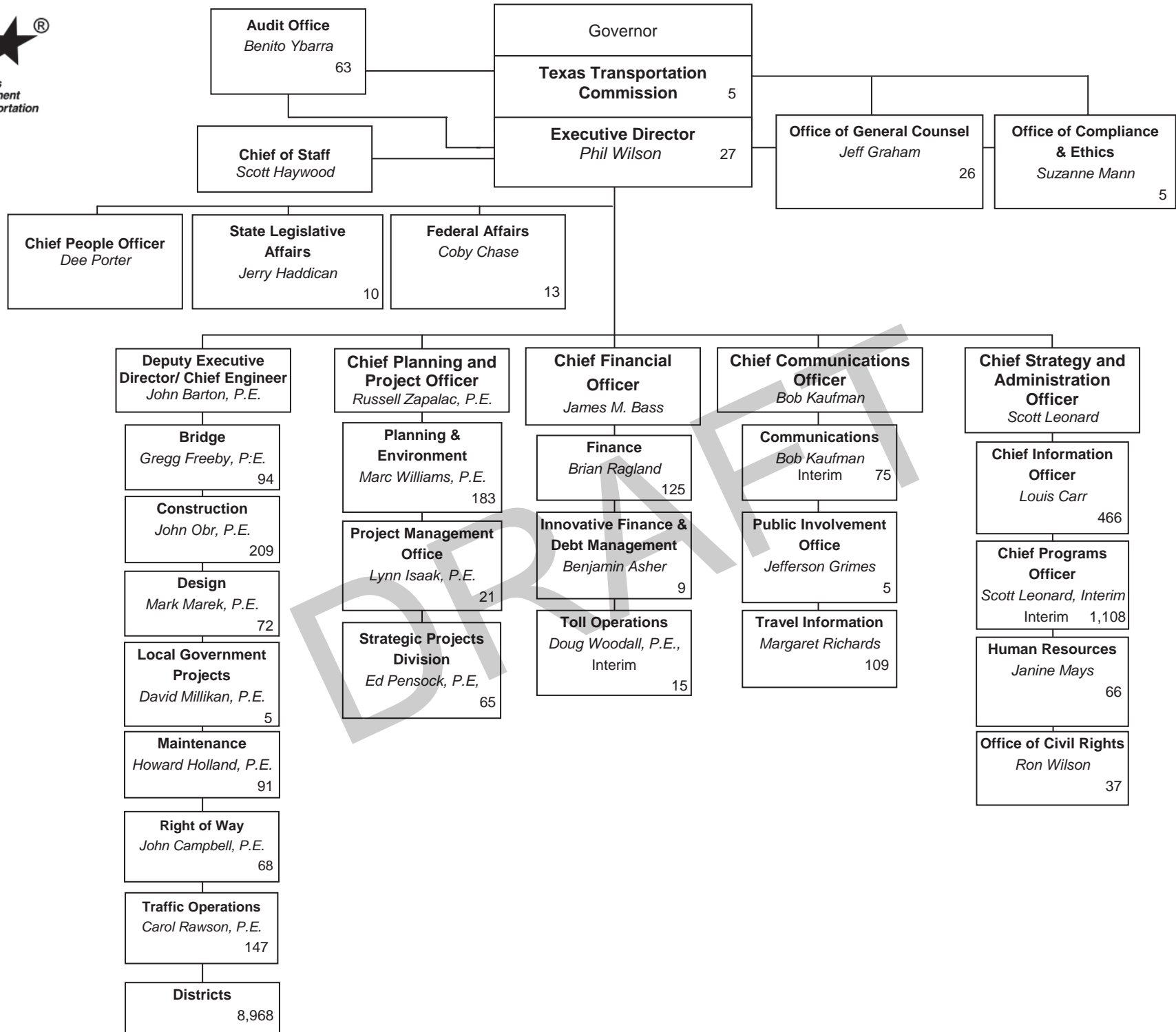
The vast majority of TxDOT's appropriation is comprised of State Highway Fund revenues. Other than debt service, TxDOT's only ongoing program funded by general revenue is the Rail Safety program. Railroads pay a fee to the state which is appropriated to TxDOT for certain rail safety activities. If TxDOT does not spend the revenue, then the fees are reduced. Therefore, there is no net gain to general revenue for reducing the appropriation of this fee revenue. As a consequence, TxDOT requests restoration of \$66,300 each year of the biennium which represents a ten percent cut to the program.

Background Checks

Applicants for certain positions are asked to sign a Background Check Consent form. It is not required to have statutory authorization for an agency to conduct voluntary background checks. The types of positions for which a voluntary background check is conducted include courtesy patrol; investigator; auditor; security personnel; human resources personnel; positions that accept cash, checks, or credit card payments; positions that handle negotiable documents and materials; positions that handle high security information; positions that disburse funds; positions of substantial authority; and positions for which final applicants admit a felony conviction on their applications for employment.

Conclusion

A vibrant economy depends on cost-competitive and on-time delivery of freight, access to jobs, schools, medical care, shopping and recreational opportunities. For an area to remain attractive to investors, goods must get quickly to market. There is no question that Texas has a transportation funding challenge. Our traditional sources of funding have proven no longer reliable, making it difficult to meet the mobility needs of our rapidly growing state. The members of the Texas Transportation Commission look forward to working with state policy-makers on identifying the solutions that will best protect our quality of life and enhance our economic competitiveness.



2.A. SUMMARY OF BASE REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:22:02

Agency code: 601 Agency name: Department of Transportation

Goal / Objective / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
<u>1</u> Provide Transportation Planning					
<u>1</u> <i>Effective Planning and Design</i>					
1 PLAN/DESIGN/MANAGE	306,533,614	306,303,010	342,943,600	358,324,122	359,007,409
2 CONTRACTED PLANNING AND DESIGN	193,147,797	275,516,435	520,380,795	408,457,562	372,610,814
3 RIGHT-OF-WAY ACQUISITION	320,522,838	521,842,732	937,185,014	456,445,837	201,785,686
4 RESEARCH	22,150,204	21,869,677	21,977,709	22,929,375	22,931,486
TOTAL, GOAL 1	\$842,354,453	\$1,125,531,854	\$1,822,487,118	\$1,246,156,896	\$956,335,395
<u>2</u> Transportation Improvements					
<u>1</u> <i>Construction and Reconstruction</i>					
1 EXISTING CONSTRUCTION CONTRACTS	625,954,178	1,291,824,234	642,738,776	1,933,122,669	1,293,538,121
2 NEW CONSTRUCTION CONTRACTS	812,533,942	295,857,365	1,362,759,720	364,342,309	617,632,264
3 CONSTRUCTION GRANTS & SERVICES	718,625,724	626,905,369	568,736,180	569,164,869	481,004,701
4 AVIATION SERVICES	98,897,034	104,202,902	94,371,239	109,457,820	84,452,592
TOTAL, GOAL 2	\$2,256,010,878	\$2,318,789,870	\$2,668,605,915	\$2,976,087,667	\$2,476,627,678
<u>3</u> Preserve the Transportation System					
<u>1</u> <i>System Maintenance</i>					
1 EXISTING MAINTENANCE CONTRACTS	440,757,847	1,193,410,801	444,690,734	1,936,861,469	633,424,621
2 NEW MAINTENANCE CONTRACTS	1,309,872,530	414,087,958	1,880,568,910	703,598,011	1,654,283,882
3 CONTRACTED ROUTINE MAINTENANCE	589,137,495	709,763,043	644,408,437	652,064,702	670,553,934
4 ROUTINE MAINTENANCE	609,475,582	701,558,364	718,527,223	736,098,485	776,431,448
5 GULF WATERWAY	190,569	113,678	826,459	826,332	827,071

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<u>3</u> <u>1</u> 6 FERRY OPERATIONS	36,334,124	42,712,148	42,418,764	45,450,819	45,718,430
TOTAL, GOAL 3	\$2,985,768,147	\$3,061,645,992	\$3,731,440,527	\$4,074,899,818	\$3,781,239,386
<u>4</u> Optimize Services and Systems					
<u>1</u> <i>Enhance Public Transportation</i>					
1 PUBLIC TRANSPORTATION	107,500,729	92,703,364	92,580,180	92,447,069	92,465,084
<u>2</u> <i>Enhance Public Safety and Security</i>					
1 TRAFFIC SAFETY	52,057,773	57,953,286	65,917,813	65,501,924	65,588,995
<u>3</u> <i>Tourism</i>					
1 TRAVEL INFORMATION	17,889,506	16,856,518	17,016,435	16,841,124	16,880,934
TOTAL, GOAL 4	\$177,448,008	\$167,513,168	\$175,514,428	\$174,790,117	\$174,935,013
<u>5</u> Enhance Rail Transportation					
<u>1</u> <i>Enhance Rail Transportation</i>					
1 RAIL PLAN/DESIGN/MANAGE	1,946,046	2,080,930	2,315,012	2,575,192	2,376,020
2 CONTRACT RAIL PLAN/DESIGN	5,676,055	2,166,682	19,452,319	14,122,000	6,498,000
4 RAIL CONSTRUCTION	1,847,276	10,400,000	17,505,580	13,833,333	13,833,333
5 RAIL MAINTENANCE	0	0	953,549	0	0
6 RAIL SAFETY	1,055,632	1,066,656	1,147,075	1,093,749	1,119,982
TOTAL, GOAL 5	\$10,525,009	\$15,714,268	\$41,373,535	\$31,624,274	\$23,827,335
<u>6</u> Indirect Administration					
<u>1</u> <i>Indirect Administration</i>					
1 CENTRAL ADMINISTRATION	52,818,590	43,676,261	50,852,267	52,254,982	52,587,312

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<u>6</u> <u>1</u> 2 INFORMATION RESOURCES	66,332,704	40,192,773	130,479,015	100,241,834	79,774,958
3 OTHER SUPPORT SERVICES	32,166,446	32,196,438	37,040,403	38,897,956	37,980,290
4 REGIONAL ADMINISTRATION	52,988,462	44,850,979	41,483,356	49,146,063	48,433,073
TOTAL, GOAL 6	\$204,306,202	\$160,916,451	\$259,855,041	\$240,540,835	\$218,775,633
<u>7</u> Debt Service Payments					
<u>1</u> <i>Debt Service Payments</i>					
1 GENERAL OBLIGATION BONDS	22,503,786	64,075,743	128,783,593	193,277,343	257,772,993
2 STATE HIGHWAY FUND BONDS	288,368,572	314,844,571	434,435,833	434,435,833	434,435,833
3 TEXAS MOBILITY FUND BONDS	326,999,071	344,252,801	355,717,343	363,136,176	372,594,793
4 OTHER DEBT SERVICE	70,411,259	5,171,832	5,171,832	405,666,667	5,000,000
TOTAL, GOAL 7	\$708,282,688	\$728,344,947	\$924,108,601	\$1,396,516,019	\$1,069,803,619
<u>8</u> Develop Toll Subaccount Projects					

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<u>8</u> <u>1</u> <i>Deliver Toll Subaccount Projects</i>					
1 PLAN/DESIGN/MANAGE - SUBACCOUNT	2,361,179	6,000,000	6,000,000	6,000,000	6,000,000
2 CONTRACTED PLAN/DESIGN - SUBACCOUNT	8,703,627	26,000,000	19,080,000	9,940,000	8,160,000
3 RIGHT-OF-WAY - SUBACCOUNT	81,441,100	81,514,825	221,598,738	57,800,000	6,780,000
4 CONSTRUCTION CONTRACTS - SUBACCOUNT	201,672,182	420,061,600	525,956,630	324,525,267	392,166,635
5 MAINTENANCE CONTRACTS - SUBACCOUNT	24,000,011	0	0	0	0
TOTAL, GOAL 8	\$318,178,099	\$533,576,425	\$772,635,368	\$398,265,267	\$413,106,635
TOTAL, AGENCY STRATEGY REQUEST	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694
TOTAL, AGENCY RIDER APPROPRIATIONS REQUEST					
GRAND TOTAL, AGENCY REQUEST	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694

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Goal / Objective / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
CFDA Subtotal: 0369 Fed Recovery Fund					
20.205.024 Hwy & Bridge-Stimulus	765,548,581	286,843,778	128,449,531	77,900,368	45,509,528
20.500.001 Public Transportation-Stimulus	3,458,841	0	0	0	0
20.106.001 Airport Improvement Program-Stimulus	6,829,132	119,261	0	0	0
SUBTOTAL	\$775,836,554	\$286,963,039	\$128,449,531	\$77,900,368	\$45,509,528
Federal Funds					
00.601.001 FHWA FEMA disaster	6,470,718	4,452,728	0	0	0
21.000.002 Debt Service Subsidy for BAB	47,364,245	62,876,128	62,876,128	62,876,128	62,871,128
20.106.000 Airport Improvement Program	40,227,912	50,329,537	50,000,000	50,000,000	50,000,000
20.600.000 State and Community Highway Safety	13,865,119	17,085,042	20,667,000	20,667,000	20,667,000
20.600.008 Crash Records Information	5,223,631	6,290,019	6,468,596	6,468,596	6,468,596
20.601.000 Alcohol Traffic Safety & Drunk Driving	16,525,424	16,400,000	19,529,000	19,529,000	19,529,000
20.602.000 Motorcycle Helmets and Safety	1,395,570	2,735,928	2,229,267	2,229,267	2,229,267
20.609.000 Safety Belt Performance Grants	6,709	0	0	0	0
20.610.000 St Traffic Safety Info System Imprvmt	1,259,729	2,311,493	2,899,000	2,899,000	2,899,000
20.612.000 Grant to Increase Motorcycle Safety	942,681	390,724	739,000	739,000	739,000
20.613.000 Child Safety and Child Booster Seats	811,846	1,439,950	1,000,000	1,000,000	1,000,000
20.614.000 NHTSA Discretionary Safety Grants	157,794	168,962	212,342	212,342	212,342
20.500.000 Federal Transit Capital	5,313,004	0	0	0	0
20.505.000 Federal Transit Technical	6,874,926	6,872,871	6,872,871	6,858,559	6,858,559
20.509.000 Non-Urbanized Area Formula Grants	38,641,949	35,833,552	33,731,752	33,854,922	33,854,922

2.A. SUMMARY OF BASE REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

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Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
20.513.000 Capital Assistance Programs	9,158,145	8,344,260	8,344,260	8,175,228	8,175,228
20.514.000 Transit Planning and Research	32,675	60,737	0	0	0
20.515.000 State Planning and Research	1,338,587	1,300,593	1,300,593	1,588,978	1,597,141
20.516.000 Job Access/Reverse Commute Grants	8,594,800	6,967,448	6,967,448	6,649,221	6,649,221
20.521.000 New Freedom Program	3,660,080	3,135,855	3,135,855	3,093,386	3,093,386
20.205.000 Highway Planning and Construction	2,278,451,734	2,653,308,973	3,542,284,557	3,979,246,407	3,469,260,469
20.319.000 HSR/PR:High-Speed Rail &Passenger R	0	0	6,223,938	2,900,000	400,000
20.319.001 HSR/PR:Core Express DFW to Houston	0	0	6,060,000	6,250,000	2,690,000
20.320.001 Rail Line: South Orient Rehab	0	1,000,000	0	0	0
20.933.001 TIGER: Tower 55 Improvement Project	0	0	11,333,334	11,333,333	11,333,333
SUBTOTAL	\$2,486,317,278	\$2,881,304,800	\$3,792,874,941	\$4,226,570,367	\$3,710,527,592
General Revenue Funds					
8042 Insurance Maint Tax Fees	750,000	750,000	750,000	750,000	750,000
0001 General Revenue Funds	18,981,510	57,219,517	122,602,016	181,828,022	246,349,905
SUBTOTAL	\$19,731,510	\$57,969,517	\$123,352,016	\$182,578,022	\$247,099,905
General Revenue-Dedicated Funds					
0071 Highway Beautification Account	731,451	0	0	0	0
SUBTOTAL	\$731,451	\$0	\$0	\$0	\$0
Other Funds					
0006 State Highway Fund No. 006, estimated	2,103,889,931	2,503,630,851	2,850,778,975	2,830,108,627	2,800,993,331
0780 Bond Proceed-Gen Obligations	25,244,656	10,007,245	13,992,755	0	0
8105 Bond Proceeds - Texas Mobility Fund	146,412,700	202,950,748	113,482,774	125,545,564	132,337,411

2.A. SUMMARY OF BASE REQUEST BY STRATEGY
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Agency name: Department of Transportation

Goal / Objective / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
8106 Bond Proceeds - State Highway Fund	674,401,177	475,920,752	538,868,576	320,849,338	189,368,468
8107 State Highway Fund - Debt Service	341,060,739	292,987,279	412,578,541	813,073,376	412,411,709
8108 Texas Mobility Fund - Debt Service	303,695,137	320,948,867	332,413,409	339,832,242	349,290,859
8116 Highway Fund 6-Toll Revenue	312,150,152	533,514,825	766,635,368	392,265,267	407,106,635
8117 Highway Fund 6-Concession Fees	6,027,947	61,600	6,000,000	6,000,000	6,000,000
8120 Bond Proceeds - GO Bonds	302,314,189	540,922,551	1,311,593,647	1,219,657,722	809,505,256
0777 Interagency Contracts	4,972,646	4,350,901	4,500,000	4,500,000	4,500,000
0666 Appropriated Receipts	87,417	500,000	500,000	0	0
SUBTOTAL	\$4,220,256,691	\$4,885,795,619	\$6,351,344,045	\$6,051,832,136	\$5,111,513,669
TOTAL, METHOD OF FINANCING	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694

2.A. SUMMARY OF BASE REQUEST BY STRATEGY
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Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:22:22

Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
<u>General Revenue Funds</u>					
<u>0001 General Revenue Funds</u>					
REGULAR APPROPRIATIONS					
Regular Appropriation	118,750,694	116,562,045	117,162,748	181,828,022	246,349,905
RIDER APPROPRIATION					
HB 1, 81st Leg., RS, Art. IX Sec. 8.04	265,000	0	0	0	0
HB 4, 82nd Leg., RS HB 4 Reduction	(20,092,117)	0	0	0	0
TRANSFERS					
Art IX Sec 17.30(b) Dept Motor Veh (2010-2011GAA)	(16,445,711)	0	0	0	0
Art. IX Sec. 18.92 (a) Contingency for SB 1420	(1,445,211)	0	0	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(63,817,834)	(63,737,866)	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	1,766,689	4,395,338	5,439,268	0	0
TOTAL, 0001 General Revenue Funds	18,981,510	57,219,517	122,602,016	181,828,022	246,349,905
<u>8042 Insurance Maint Tax Fees</u>					
REGULAR APPROPRIATIONS					
Regular Appropriation	750,000	750,000	750,000	750,000	750,000
TOTAL, 8042 Insurance Maint Tax Fees	750,000	750,000	750,000	750,000	750,000

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
TOTAL, ALL General Revenue Funds	19,731,510	57,969,517	123,352,016	182,578,022	247,099,905

General Revenue-Dedicated Funds

0071 Highway Beautification Account

REGULAR APPROPRIATIONS					
Regular Appropriation	629,703	888,824	900,510	0	0
TRANSFERS					
Art. IX Sec. 18.92 (a) Contingency for SB 1420	0	(888,824)	(900,510)	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(50,751)	0	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	152,499	0	0	0	0
TOTAL, 0071 Highway Beautification Account	731,451	0	0	0	0
TOTAL, ALL General Revenue-Dedicated Funds	731,451	0	0	0	0

Federal Funds

0555 Federal Funds

REGULAR APPROPRIATIONS

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Regular Appropriation	0	62,876,128	62,876,128	62,876,128	62,871,127
RIDER APPROPRIATION					
Debt Service Subsidy BABs	47,364,245	0	0	0	0
TOTAL, 0555 Federal Funds	47,364,245	62,876,128	62,876,128	62,876,128	62,871,127
TOTAL, ALL Federal Funds	47,364,245	62,876,128	62,876,128	62,876,128	62,871,127

Other Funds

0006 State Highway Fund No. 006, estimated

REGULAR APPROPRIATIONS

Regular Appropriation	2,392,556,309	2,691,541,076	2,626,820,838	2,830,108,627	2,800,993,332
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RIDER APPROPRIATION

Art IX, Sec. 17.01, Reductions Related to DCS	0	(1,696,929)	(2,083,261)	0	0
Art. IX Sec. 18.92 Cntngcy SB 1420 (2012-13 GAA)	0	4,900,000	0	0	0
Art. IX Sec. 8.03 Reimbursements and Payments	10,382,584	5,617,970	0	0	0
Art. IX, Sec. 6.14 Bookkeeping Entries	0	1,283,892	0	0	0
Rider #11 Aviation Svcs Appn (2010-11 GAA)	0	(25,000,000)	0	0	0
Rider #18, Additional Funds	0	0	96,929,085	0	0
Rider #40 UB Appn: MIS ERP (2012-13 GAA)	(25,959,656)	25,959,656	0	0	0

TRANSFERS

Art IX Sec 17.30 Cont Appn HB300/3097(2010-11 GAA)	(4,877,094)	0	375,944	0	0
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2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Art IX Sec 17.30(b) Dept Motor Veh (2010-2011GAA)	(125,630,222)	0	0	0	0
Art. IX Sec. 18.92 (a) Contingency for SB 1420	(332,792)	(8,204,281)	(7,010,653)	0	0
Art. IX, Sec. 18.92(b) Contingency for Sb1420 DMV	0	888,824	900,510	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(551,190,829)	(70,859,285)	(60,807,226)	0	0
Lapsed Appropriations - Capital	(51,434,419)	(700,000)	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	462,311,898	(143,203,400)	174,676,511	0	0
TOTAL, 0006 State Highway Fund No. 006, estimated	2,105,825,779	2,480,527,523	2,829,801,748	2,830,108,627	2,800,993,332
0666 Appropriated Receipts					
RIDER APPROPRIATION					
Art. VII, Rider 30 Sale Surplus Prpty (2012-13GAA)	0	500,000	500,000	0	0
Art. VII, Rider 58 Sale Surplus Prpty (2010-11GAA)	87,417	0	0	0	0
TOTAL, 0666 Appropriated Receipts	87,417	500,000	500,000	0	0
0777 Interagency Contracts					
REGULAR APPROPRIATIONS					
Regular Appropriation	3,395,657	4,500,000	4,500,000	4,500,000	4,500,000
RIDER APPROPRIATION					
Art. IX Sec. 8.03 Reimbursements and Payments	1,576,989	(149,099)	0	0	0

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
TOTAL, 0777 Interagency Contracts	4,972,646	4,350,901	4,500,000	4,500,000	4,500,000
0780 Bond Proceed-Gen Obligations					
REGULAR APPROPRIATIONS					
Regular Appropriation	24,000,000	24,000,000	0	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(684,326)	0	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	1,928,982	(13,992,755)	13,992,755	0	0
TOTAL, 0780 Bond Proceed-Gen Obligations	25,244,656	10,007,245	13,992,755	0	0
8105 Bond Proceeds - Texas Mobility Fund					
REGULAR APPROPRIATIONS					
Regular Appropriation	151,410,530	185,089,291	126,987,582	125,545,564	132,337,411
RIDER APPROPRIATION					
Art. IX Sec. 6.02 Interpretation of Estimates	9,972,321	17,861,457	3,693,796	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(48,973,052)	0	(17,198,604)	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	34,002,901	0	0	0	0

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
TOTAL, 8105 Bond Proceeds - Texas Mobility Fund	146,412,700	202,950,748	113,482,774	125,545,564	132,337,411
8106 Bond Proceeds - State Highway Fund					
REGULAR APPROPRIATIONS					
Regular Appropriation	456,776,316	787,432,569	303,916,124	320,849,338	189,368,468
RIDER APPROPRIATION					
Art. IX Sec. 6.02 Interpretation of Estimates	25,927,750	15,593,276	89,976,453	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(73,496,451)	(182,129,094)	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	265,193,562	(144,975,999)	144,975,999	0	0
TOTAL, 8106 Bond Proceeds - State Highway Fund	674,401,177	475,920,752	538,868,576	320,849,338	189,368,468
8107 State Highway Fund - Debt Service					
REGULAR APPROPRIATIONS					
Regular Appropriation	481,205,847	298,571,835	415,464,266	813,073,376	412,411,709
RIDER APPROPRIATION					
Rider #22, Additional Funds (2010-11 GAA)	70,411,259	0	0	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(210,556,367)	(5,584,556)	(2,885,725)	0	0
TOTAL, 8107 State Highway Fund - Debt Service	341,060,739	292,987,279	412,578,541	813,073,376	412,411,709

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
8108 Texas Mobility Fund - Debt Service					
REGULAR APPROPRIATIONS					
Regular Appropriation	347,204,166	320,948,867	325,145,628	339,832,242	349,290,859
RIDER APPROPRIATION					
Art. IX Sec. 6.02 Interpretation of Estimates	0	0	7,267,781	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(43,509,029)	0	0	0	0
TOTAL, 8108 Texas Mobility Fund - Debt Service	303,695,137	320,948,867	332,413,409	339,832,242	349,290,859
8116 Highway Fund 6-Toll Revenue					
REGULAR APPROPRIATIONS					
Regular Appropriation	651,185,148	583,514,825	574,047,192	392,265,267	407,106,635
RIDER APPROPRIATION					
Rider #23 Appn of concession fees CDA	0	73,187,200	172,008,176	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(412,719,716)	(98,187,200)	(4,420,000)	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	73,684,720	(25,000,000)	25,000,000	0	0
TOTAL, 8116 Highway Fund 6-Toll Revenue	312,150,152	533,514,825	766,635,368	392,265,267	407,106,635

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
8117 Highway Fund 6-Concession Fees					
REGULAR APPROPRIATIONS					
Regular Appropriation	2,000,000	2,000,000	4,300,000	6,000,000	6,000,000
RIDER APPROPRIATION					
Art. VII, TxDOT Rdr 38 Appr Conc Fee Pymt Rec CDAs	1,000,000	0	0	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(1,972,053)	(238,400)	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	5,000,000	(1,700,000)	1,700,000	0	0
TOTAL, 8117 Highway Fund 6-Concession Fees	6,027,947	61,600	6,000,000	6,000,000	6,000,000
8120 Bond Proceeds - GO Bonds					
REGULAR APPROPRIATIONS					
Regular Appropriation	1,600,000,000	2,109,756,223	2,035,161,347	1,219,657,722	809,505,256
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(1,314,819,826)	(1,429,965,021)	(1,033,198,907)	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	17,134,015	(138,868,651)	309,631,207	0	0
TOTAL, 8120 Bond Proceeds - GO Bonds	302,314,189	540,922,551	1,311,593,647	1,219,657,722	809,505,256
TOTAL, ALL Other Funds	4,222,192,539	4,887,692,291	6,330,366,818	6,051,832,136	5,111,513,670

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
<u>CFDA Subtotal: 0369 Fed Recovery Fund</u>					
<u>0369 Fed American Recovery and Reinvestment Fund</u>					
REGULAR APPROPRIATIONS					
Regular Appropriation	0	470,659,947	106,163,591	77,900,368	45,509,528
RIDER APPROPRIATION					
Art. IX Sec. 8.02 ARRA Urban and Non-Urban Capital	6,829,132	119,261	0	0	0
TRANSFERS					
Art. IX Sec. 8.02 ARRA	236,402	1,177,613	0	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(161,702,492)	(144,145,374)	(18,562,468)	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	930,473,512	(40,848,408)	40,848,408	0	0
TOTAL, 0369 Fed American Recovery and Reinvestment Fund	775,836,554	286,963,039	128,449,531	77,900,368	45,509,528
TOTAL, ALL CFDA Subtotal: 0369 Fed Recovery Fund	775,836,554	286,963,039	128,449,531	77,900,368	45,509,528

CFDA Subtotal: 8082 Federal Fund

8082 Federal Reimbursements

REGULAR APPROPRIATIONS

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Regular Appropriation	2,765,002,328	2,828,374,818	2,609,497,260	4,133,694,239	3,647,656,464
RIDER APPROPRIATION					
Art IX Sec 8.02 Fed Funds/Block Grants-C.1.3 FEMA	6,431,856	4,346,105	0	0	0
Art IX Sec 8.02 Fed. Funds/Block Grants-C.1.4 FEMA	38,862	106,623	0	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants	0	19,467,877	0	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-A.1.1.	0	25,125	0	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-A.1.2.	0	0	60,000,000	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-A.1.3.	17,642,718	17,609,357	146,217,795	30,000,000	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-A.1.4.	0	1,106,888	1,016,888	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-B.1.1.	62,042,653	329,537	0	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-B.1.2.	0	0	75,000,000	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-B.1.3.	0	115,516,641	125,776,730	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-C.1.1.	0	42,503,414	0	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-C.1.2.	0	0	586,375,207	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-D.1.1.	14,611,701	2,162,537	0	0	0
Art. IX Sec. 8.02 Fed. Funds/Block Grants-D.2.1.	3,966,435	0	0	0	0
TRANSFERS					
Art IX Sec 17.30(b) Dept Motor Veh (2010-2011GAA)	(665,700)	0	0	0	0
LAPSED APPROPRIATIONS					
Lapsed Appropriation	(1,066,409,348)	(13,927,096)	(28,997,666)	0	0
Lapsed Appropriations - Capital	(1,815,047)	0	0	0	0
UNEXPENDED BALANCES AUTHORITY					
Unexpended Balance Authority	636,170,727	(176,089,826)	176,089,826	0	0

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
TOTAL, 8082 Federal Reimbursements	2,437,017,185	2,841,532,000	3,750,976,040	4,163,694,239	3,647,656,464
TOTAL, ALL CFDA Subtotal: 8082 Federal Fund	2,437,017,185	2,841,532,000	3,750,976,040	4,163,694,239	3,647,656,464
<u>GRAND TOTAL</u>	7,502,873,484	8,112,032,975	10,396,020,533	10,538,880,893	9,114,650,694

Full-Time-Equivalent Positions

REGULAR APPROPRIATIONS

Regular Appropriation	14,710.2	12,203.0	12,203.0	12,087.0	12,087.0
Rider 13 Summer Hire Program (2012-13 GAA)	0.0	206.0	206.0	206.0	206.0
Rider 17 Summer Hire Program (2010-11 GAA)	206.0	0.0	0.0	0.0	0.0

TRANSFERS

Art IX Sec 17.30(b) Dept Motor Veh (2010-2011GAA)	(643.0)	0.0	0.0	0.0	0.0
Art. IX, Sec. 18.92(b) Contingency for Sb1420 DMV	(116.0)	(116.0)	(116.0)	0.0	0.0

UNAUTHORIZED NUMBER OVER (BELOW) CAP

2.B. SUMMARY OF BASE REQUEST BY METHOD OF FINANCE
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Agency code: 601 Agency name: Department of Transportation

METHOD OF FINANCING	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Unauthorized Number Over (Below) Cap	(2,291.9)	(513.5)	0.0	0.0	0.0
Total, Adjusted FTEs	11,865.3	11,779.5	12,293.0	12,293.0	12,293.0
Number of 100% Federally Funded FTEs	0.0	0.0	0.0	0.0	0.0

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2.C. SUMMARY OF BASE REQUEST BY OBJECT OF EXPENSE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

DATE: 7/23/2012

TIME: 09:30:17

Agency code: 601

Agency name: Department of Transportation

OBJECT OF EXPENSE	Exp 2011	Est 2012	Bud 2013	BL 2014	BL 2015
1001 SALARIES AND WAGES	\$548,438,805	\$549,199,057	\$585,869,087	\$588,185,691	\$590,677,117
1002 OTHER PERSONNEL COSTS	\$26,004,069	\$21,606,151	\$22,864,756	\$23,287,567	\$23,659,134
2001 PROFESSIONAL FEES AND SERVICES	\$299,560,166	\$391,234,135	\$684,313,267	\$524,777,550	\$477,940,952
2002 FUELS AND LUBRICANTS	\$42,804,051	\$43,602,915	\$44,053,596	\$43,525,834	\$43,672,985
2003 CONSUMABLE SUPPLIES	\$7,032,000	\$8,294,417	\$8,145,698	\$8,720,040	\$8,676,418
2004 UTILITIES	\$47,790,856	\$45,049,163	\$46,014,639	\$46,872,595	\$46,643,167
2006 RENT - BUILDING	\$4,105,523	\$5,181,122	\$3,297,163	\$3,396,315	\$3,433,342
2007 RENT - MACHINE AND OTHER	\$6,233,545	\$6,742,686	\$6,940,189	\$6,969,453	\$7,005,997
2008 DEBT SERVICE	\$701,696,773	\$721,824,344	\$916,770,269	\$1,389,349,519	\$1,062,637,119
2005 TRAVEL	\$4,187,344	\$4,692,885	\$5,644,340	\$5,651,770	\$5,689,241
2009 OTHER OPERATING EXPENSES	\$1,371,112,701	\$1,559,342,671	\$1,578,316,196	\$1,515,011,337	\$1,531,341,324
3001 CLIENT SERVICES	\$1,974,110	\$2,661,338	\$2,700,000	\$2,700,000	\$2,700,000
4000 GRANTS	\$512,551,766	\$416,356,791	\$402,627,694	\$475,825,548	\$427,289,803
5000 CAPITAL EXPENDITURES	\$3,929,381,775	\$4,336,245,300	\$6,088,463,639	\$5,904,607,674	\$4,883,284,095
OOE Total (Excluding Riders)	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694
OOE Total (Riders)				\$0	\$0
Grand Total	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694

2.F. SUMMARY OF TOTAL REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 09:53:56

Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY	Base 2014	Base 2015	Exceptional 2014	Exceptional 2015	Total Request 2014	Total Request 2015
1 Provide Transportation Planning						
1 Effective Planning and Design						
1 PLAN/DESIGN/MANAGE	358,324,122	359,007,409	0	0	358,324,122	359,007,409
2 CONTRACTED PLANNING AND DESIGN	408,457,562	372,610,814	0	60,000,000	408,457,562	432,610,814
3 RIGHT-OF-WAY ACQUISITION	456,445,837	201,785,686	0	30,000,000	456,445,837	231,785,686
4 RESEARCH	22,929,375	22,931,486	0	0	22,929,375	22,931,486
TOTAL, GOAL 1	\$1,246,156,896	\$956,335,395	\$0	\$90,000,000	\$1,246,156,896	\$1,046,335,395
2 Transportation Improvements						
1 Construction and Reconstruction						
1 EXISTING CONSTRUCTION CONTRACTS	1,933,122,669	1,293,538,121	0	0	1,933,122,669	1,293,538,121
2 NEW CONSTRUCTION CONTRACTS	364,342,309	617,632,264	75,000,000	75,000,000	439,342,309	692,632,264
3 CONSTRUCTION GRANTS & SERVICES	569,164,869	481,004,701	0	0	569,164,869	481,004,701
4 AVIATION SERVICES	109,457,820	84,452,592	0	0	109,457,820	84,452,592
TOTAL, GOAL 2	\$2,976,087,667	\$2,476,627,678	\$75,000,000	\$75,000,000	\$3,051,087,667	\$2,551,627,678
3 Preserve the Transportation System						
1 System Maintenance						
1 EXISTING MAINTENANCE CONTRACTS	1,936,861,469	633,424,621	0	0	1,936,861,469	633,424,621
2 NEW MAINTENANCE CONTRACTS	703,598,011	1,654,283,882	663,414,074	880,914,074	1,367,012,085	2,535,197,956
3 CONTRACTED ROUTINE MAINTENANCE	652,064,702	670,553,934	0	0	652,064,702	670,553,934

2.F. SUMMARY OF TOTAL REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 09:53:56

Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY			Base 2014	Base 2015	Exceptional 2014	Exceptional 2015	Total Request 2014	Total Request 2015
3	1	4 ROUTINE MAINTENANCE	736,098,485	776,431,448	0	0	736,098,485	776,431,448
		5 GULF WATERWAY	826,332	827,071	0	0	826,332	827,071
		6 FERRY OPERATIONS	45,450,819	45,718,430	0	0	45,450,819	45,718,430
		TOTAL, GOAL 3	\$4,074,899,818	\$3,781,239,386	\$663,414,074	\$880,914,074	\$4,738,313,892	\$4,662,153,460
4		Optimize Services and Systems						
	1	Enhance Public Transportation						
		1 PUBLIC TRANSPORTATION	92,447,069	92,465,084	0	0	92,447,069	92,465,084
	2	Enhance Public Safety and Security						
		1 TRAFFIC SAFETY	65,501,924	65,588,995	0	0	65,501,924	65,588,995
	3	Tourism						
		1 TRAVEL INFORMATION	16,841,124	16,880,934	0	0	16,841,124	16,880,934
		TOTAL, GOAL 4	\$174,790,117	\$174,935,013	\$0	\$0	\$174,790,117	\$174,935,013
5		Enhance Rail Transportation						
	1	Enhance Rail Transportation						
		1 RAIL PLAN/DESIGN/MANAGE	2,575,192	2,376,020	0	0	2,575,192	2,376,020
		2 CONTRACT RAIL PLAN/DESIGN	14,122,000	6,498,000	225,000	100,000	14,347,000	6,598,000
		4 RAIL CONSTRUCTION	13,833,333	13,833,333	4,889,182	5,883,611	18,722,515	19,716,944
		6 RAIL SAFETY	1,093,749	1,119,982	0	0	1,093,749	1,119,982
		TOTAL, GOAL 5	\$31,624,274	\$23,827,335	\$5,114,182	\$5,983,611	\$36,738,456	\$29,810,946
6		Indirect Administration						
	1	Indirect Administration						
		1 CENTRAL ADMINISTRATION	52,254,982	52,587,312	0	0	52,254,982	52,587,312
		2 INFORMATION RESOURCES	100,241,834	79,774,958	0	0	100,241,834	79,774,958

2.F. SUMMARY OF TOTAL REQUEST BY STRATEGY
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Date: 7/23/2012

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Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY			Base 2014	Base 2015	Exceptional 2014	Exceptional 2015	Total Request 2014	Total Request 2015
6	1	3 OTHER SUPPORT SERVICES	38,897,956	37,980,290	0	0	38,897,956	37,980,290
		4 REGIONAL ADMINISTRATION	49,146,063	48,433,073	0	0	49,146,063	48,433,073
		TOTAL, GOAL 6	\$240,540,835	\$218,775,633	\$0	\$0	\$240,540,835	\$218,775,633
7		Debt Service Payments						
	1	Debt Service Payments						
		1 GENERAL OBLIGATION BONDS	193,277,343	257,772,993	0	0	193,277,343	257,772,993
		2 STATE HIGHWAY FUND BONDS	434,435,833	434,435,833	0	0	434,435,833	434,435,833
		3 TEXAS MOBILITY FUND BONDS	363,136,176	372,594,793	0	0	363,136,176	372,594,793
		4 OTHER DEBT SERVICE	405,666,667	5,000,000	0	0	405,666,667	5,000,000
		TOTAL, GOAL 7	\$1,396,516,019	\$1,069,803,619	\$0	\$0	\$1,396,516,019	\$1,069,803,619
8		Develop Toll Subaccount Projects						
	1	Deliver Toll Subaccount Projects						
		1 PLAN/DESIGN/MANAGE - SUBACCOUNT	6,000,000	6,000,000	0	0	6,000,000	6,000,000
		2 CONTRACTED PLAN/DESIGN - SUBACCOUNT	9,940,000	8,160,000	0	0	9,940,000	8,160,000
		3 RIGHT-OF-WAY - SUBACCOUNT	57,800,000	6,780,000	0	0	57,800,000	6,780,000
		4 CONSTRUCTION CONTRACTS - SUBACCOUNT	324,525,267	392,166,635	0	0	324,525,267	392,166,635
		TOTAL, GOAL 8	\$398,265,267	\$413,106,635	\$0	\$0	\$398,265,267	\$413,106,635
TOTAL, AGENCY STRATEGY REQUEST			\$10,538,880,893	\$9,114,650,694	\$743,528,256	\$1,051,897,685	\$11,282,409,149	\$10,166,548,379
TOTAL, AGENCY RIDER APPROPRIATIONS REQUEST			0	0	0	0	0	0
GRAND TOTAL, AGENCY REQUEST			\$10,538,880,893	\$9,114,650,694	\$743,528,256	\$1,051,897,685	\$11,282,409,149	\$10,166,548,379

2.F. SUMMARY OF TOTAL REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

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Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY	Base 2014	Base 2015	Exceptional 2014	Exceptional 2015	Total Request 2014	Total Request 2015
CFDA Subtotal: 0369 Fed Recovery Fund						
20.205.024 Hwy & Bridge-Stimulus	77,900,368	45,509,528	0	0	77,900,368	45,509,528
	77,900,368	45,509,528	0	0	77,900,368	45,509,528
Federal Funds						
20.106.000 Airport Improvement Program	50,000,000	50,000,000	0	0	50,000,000	50,000,000
20.205.000 Highway Planning and Construction	3,979,246,407	3,469,260,469	75,000,000	382,500,000	4,054,246,407	3,851,760,469
20.319.000 HSR/PR:High-Speed Rail &Passenger R	2,900,000	400,000	0	0	2,900,000	400,000
20.319.001 HSR/PR:Core Express DFW to Houston	6,250,000	2,690,000	0	0	6,250,000	2,690,000
20.505.000 Federal Transit Technical	6,858,559	6,858,559	0	0	6,858,559	6,858,559
20.509.000 Non-Urbanized Area Formula Grants	33,854,922	33,854,922	0	0	33,854,922	33,854,922
20.513.000 Capital Assistance Programs	8,175,228	8,175,228	0	0	8,175,228	8,175,228
20.515.000 State Planning and Research	1,588,978	1,597,141	0	0	1,588,978	1,597,141
20.516.000 Job Access/Reverse Commute Grants	6,649,221	6,649,221	0	0	6,649,221	6,649,221
20.521.000 New Freedom Program	3,093,386	3,093,386	0	0	3,093,386	3,093,386
20.600.000 State and Community Highway Safety	20,667,000	20,667,000	0	0	20,667,000	20,667,000
20.600.008 Crash Records Information	6,468,596	6,468,596	0	0	6,468,596	6,468,596
20.601.000 Alcohol Traffic Safety & Drunk Driving	19,529,000	19,529,000	0	0	19,529,000	19,529,000
20.602.000 Motorcycle Helmets and Safety	2,229,267	2,229,267	0	0	2,229,267	2,229,267
20.610.000 St Traffic Safety Info System Imprvmt	2,899,000	2,899,000	0	0	2,899,000	2,899,000
20.612.000 Grant to Increase Motorcycle Safety	739,000	739,000	0	0	739,000	739,000

2.F. SUMMARY OF TOTAL REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

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Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY	Base 2014	Base 2015	Exceptional 2014	Exceptional 2015	Total Request 2014	Total Request 2015
20.613.000 Child Safety and Child Booster Seats	1,000,000	1,000,000	0	0	1,000,000	1,000,000
20.614.000 NHTSA Discretionary Safety Grants	212,342	212,342	0	0	212,342	212,342
20.933.001 TIGER: Tower 55 Improvement Project	11,333,333	11,333,333	0	0	11,333,333	11,333,333
21.000.002 Debt Service Subsidy for BAB	62,876,128	62,871,128	0	0	62,876,128	62,871,128
	4,226,570,367	3,710,527,592	75,000,000	382,500,000	4,301,570,367	4,093,027,592
General Revenue Funds						
0001 General Revenue Funds	181,828,022	246,349,905	5,614,182	6,983,611	187,442,204	253,333,516
8042 Insurance Maint Tax Fees	750,000	750,000	0	0	750,000	750,000
	182,578,022	247,099,905	5,614,182	6,983,611	188,192,204	254,083,516
General Revenue-Dedicated Funds						
	0	0	0	0	0	0
Other Funds						
0006 State Highway Fund No. 006, estimated	2,830,108,627	2,800,993,331	663,414,074	663,414,074	3,493,522,701	3,464,407,405
0777 Interagency Contracts	4,500,000	4,500,000	0	0	4,500,000	4,500,000
8105 Bond Proceeds - Texas Mobility Fund	125,545,564	132,337,411	0	0	125,545,564	132,337,411
8106 Bond Proceeds - State Highway Fund	320,849,338	189,368,468	0	0	320,849,338	189,368,468
8107 State Highway Fund - Debt Service	813,073,376	412,411,709	0	0	813,073,376	412,411,709
8108 Texas Mobility Fund - Debt Service	339,832,242	349,290,859	0	0	339,832,242	349,290,859
8116 Highway Fund 6-Toll Revenue	392,265,267	407,106,635	0	0	392,265,267	407,106,635
8117 Highway Fund 6-Concession Fees	6,000,000	6,000,000	0	0	6,000,000	6,000,000
8120 Bond Proceeds - GO Bonds	1,219,657,722	809,505,256	0	0	1,219,657,722	809,505,256
	6,051,832,136	5,111,513,669	663,414,074	663,414,074	6,715,246,210	5,774,927,743

2.F. SUMMARY OF TOTAL REQUEST BY STRATEGY
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 09:53:56

Agency code: 601

Agency name: Department of Transportation

Goal / Objective / STRATEGY	Base 2014	Base 2015	Exceptional 2014	Exceptional 2015	Total Request 2014	Total Request 2015
TOTAL, METHOD OF FINANCING	\$10,538,880,893	\$9,114,650,694	\$744,028,256	\$1,052,897,685	\$11,282,909,149	\$10,167,548,379

FULL TIME EQUIVALENT POSITIONS	12,293.0	12,293.0	0.0	0.0	12,293.0	12,293.0
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Capital Summary

	82nd GAA		Requested	
	2012	2013	2014	2015
a. Acquisition of Land and Other Real Property	\$ 900,000	\$ 650,000	\$ 900,000	\$ 650,000
b. Construction of Buildings and Facilities	4,560,000	970,000	8,375,000	8,140,000
c. Repair or Rehabilitation of Buildings and Facilities	7,109,000	5,626,000	20,697,450	18,426,400
d. Acquisition of Information Resource Technologies				
(1) Data Center Consolidation	13,672,217	13,439,579	20,451,489	21,899,063
(2) Technology Replacement & Upgrade	12,926,711	10,682,665	16,174,991	16,419,700
(3) Texas Statewide Railroad Grade Crossing Inventory System 2	594,000	594,000	49,200	-
(4) MMIS Client Server Systems Replacement	2,000,000	500,000	-	-
(5) Statewide Traffic Analysis & Reporting System II	605,000	635,000	635,000	-
(6) Statewide Analysis Model II	535,300	25,000	-	-
(7) Highway Performance Monitoring System (HPMS) Conversion to Geographic	2,400,000	1,600,000	1,600,000	1,200,000
(8) Mainframe Modernization	23,000,000	23,000,000	23,000,000	18,000,000
(9) Texas Environmental Compliance Oversight System	695,613	695,613	899,493	1,428,881
(10) Centralized Accounting and Payroll/Personnel System (CAPPS)	-	-	20,000,000	-
(11) Management Information System	-	-	-	-
Total, Acquisition of Information Resource Technologies	\$ 56,428,841	\$ 51,171,857	\$ 82,810,173	\$ 58,947,644
e. Transportation Items	7,085,696	6,919,609	9,308,358	6,649,692
f. Acquisition of Capital Equipment and Items	41,034,580	40,026,986	50,691,642	53,350,308
Total, Capital Budget	117,118,117	105,364,452	172,782,623	146,164,044

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 1 PLAN/DESIGN/MANAGE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$220,305,009	\$213,798,689	\$236,959,458	\$238,151,243	\$239,362,028
1002	OTHER PERSONNEL COSTS	\$9,835,659	\$8,228,554	\$9,258,710	\$9,302,320	\$9,478,640
2001	PROFESSIONAL FEES AND SERVICES	\$10,402,072	\$13,374,903	\$19,665,702	\$19,362,245	\$19,567,848
2002	FUELS AND LUBRICANTS	\$8,616	\$8,340	\$8,313	\$8,313	\$8,313
2003	CONSUMABLE SUPPLIES	\$443,575	\$550,175	\$560,090	\$560,918	\$560,049
2004	UTILITIES	\$5,475,812	\$5,277,745	\$5,513,706	\$5,556,050	\$5,587,231
2005	TRAVEL	\$1,861,418	\$2,005,794	\$2,641,874	\$2,646,682	\$2,658,992
2006	RENT - BUILDING	\$1,205,024	\$2,175,568	\$874,115	\$870,016	\$869,519
2007	RENT - MACHINE AND OTHER	\$1,314,033	\$1,323,388	\$1,337,722	\$1,317,156	\$1,328,567
2009	OTHER OPERATING EXPENSES	\$31,952,440	\$32,249,750	\$34,133,576	\$49,138,633	\$47,126,505
3001	CLIENT SERVICES	\$126,834	\$161,338	\$200,000	\$200,000	\$200,000
4000	GRANTS	\$21,387,586	\$21,795,028	\$22,500,000	\$22,500,000	\$22,500,000
5000	CAPITAL EXPENDITURES	\$2,215,536	\$5,353,738	\$9,290,334	\$8,710,546	\$9,759,717
TOTAL, Object of Expense		\$306,533,614	\$306,303,010	\$342,943,600	\$358,324,122	\$359,007,409

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 1 PLAN/DESIGN/MANAGE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$31,935,124	\$85,703,767	\$155,754,284	\$131,358,679	\$131,631,994
20.205.000	Highway Planning and Construction	\$224,392,963	\$182,653,360	\$166,285,858	\$208,270,308	\$208,680,280
20.205.024	Hwy & Bridge-Stimulus	\$245,807	\$375,519	\$0	\$0	\$0
8105	Bond Proceeds - Texas Mobility Fund	\$10,503,042	\$6,000,000	\$5,000,000	\$0	\$0
8106	Bond Proceeds - State Highway Fund	\$27,677,564	\$19,593,276	\$4,000,000	\$0	\$0
8120	Bond Proceeds - GO Bonds	\$11,779,114	\$11,977,088	\$11,903,458	\$18,695,135	\$18,695,135
TOTAL, Method of Financing		\$306,533,614	\$306,303,010	\$342,943,600	\$358,324,122	\$359,007,409
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	4,069.70	3,835.80	4,144.00	4,144.00	4,144.00
9941	SUMMER HIRES	47.10	47.50	98.00	98.00	98.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		4,116.80	3,883.30	4,242.00	4,242.00	4,242.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the management and road development required to contribute to the expansion of the transportation system. Texas Department of Transportation (TxDOT) engineers brings develop long range road forecasting, road and bridge design, environmental studies, coordination with Metropolitan Planning Organizations (MPOs) and other political subdivisions to coordinate the development of a multimodal transportation plan.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 1 PLAN/DESIGN/MANAGE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy funds a variety of functions like studying road inventories, calculating traffic volume counts, assessing environmental impacts, and performing traffic and revenue studies.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

(Transportation Code, Sections 201.102, 201.103, 201.107, 203.002, 203.021, 227.041, and 361.32)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Efficient, cooperative communication between the state, the private sector, and local governmental entities must exist to effectively implement this strategy. Procedures are regularly reviewed to enhance the delivery of construction projects at the lowest reasonable costs. External factors impacting this strategy include federal legislation, ability to obtain the necessary rights-of-way, utility adjustments, weather conditions, environmental issues, timing and funding associated with plan development activities, and public hearings.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 2 CONTRACTED PLANNING AND DESIGN

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$181,146,211	\$256,884,763	\$501,780,795	\$389,857,562	\$354,010,814
2009	OTHER OPERATING EXPENSES	\$8,594,809	\$12,131,672	\$12,100,000	\$12,100,000	\$12,100,000
4000	GRANTS	\$3,406,777	\$6,500,000	\$6,500,000	\$6,500,000	\$6,500,000
TOTAL, Object of Expense		\$193,147,797	\$275,516,435	\$520,380,795	\$408,457,562	\$372,610,814
Method of Financing						
0001	General Revenue Funds	\$1,252,992	\$3,130,507	\$5,214,418	\$0	\$0
0006	State Highway Fund No. 006, estimated	\$46,545,611	\$98,390,390	\$248,313,127	\$171,202,486	\$193,737,097
20.205.000	Highway Planning and Construction	\$50,107,837	\$78,492,383	\$175,437,453	\$174,303,514	\$131,768,903
8105	Bond Proceeds - Texas Mobility Fund	\$20,771,593	\$4,226,146	\$4,545,441	\$3,279,694	\$898,707
8106	Bond Proceeds - State Highway Fund	\$66,777,079	\$41,933,248	\$28,017,579	\$15,571,470	\$10,441,407
8120	Bond Proceeds - GO Bonds	\$7,692,685	\$49,343,761	\$58,852,777	\$44,100,398	\$35,764,700
TOTAL, Method of Financing		\$193,147,797	\$275,516,435	\$520,380,795	\$408,457,562	\$372,610,814

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 2 CONTRACTED PLANNING AND DESIGN

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy supports professional service work accomplished through the use of outside sector contracts. It provides funding for preliminary project design, construction and environmental engineering, architectural design, and surveying and mapping. Also incorporated in this strategy are route and location studies, environmental impact studies, traffic and revenue studies, speed zone studies and feasibility studies.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Address Congestion, Connect Texas Communities, Maintain a Safe System, and Become a Best in Class State Agency. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium. (Transportation Code, Section 223.041 and 223.201D)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Cost effective solutions to transportation problems involve numerous state and federal requirements, procedures and processes before construction starts. This strategy involves procuring services of outside sector consultants which increases the functional responsibility of TxDOT. TxDOT cooperates with outside sector partners to provide timely transportation solutions to the state's urban and rural communities.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning
OBJECTIVE: 1 Effective Planning and Design
STRATEGY: 3 RIGHT-OF-WAY ACQUISITION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$18,155,306	\$17,915,408	\$38,846,330	\$18,260,725	\$8,640,612
2009	OTHER OPERATING EXPENSES	\$34,631,600	\$32,220,519	\$71,996,343	\$33,843,748	\$16,014,188
5000	CAPITAL EXPENDITURES	\$267,735,932	\$471,706,805	\$826,342,341	\$404,341,364	\$177,130,886
TOTAL, Object of Expense		\$320,522,838	\$521,842,732	\$937,185,014	\$456,445,837	\$201,785,686
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$83,944,733	\$48,019,529	\$58,947,051	\$61,902,016	\$49,490,825
20.205.000	Highway Planning and Construction	\$90,584,171	\$195,279,276	\$214,903,986	\$110,097,984	\$68,387,957
20.205.024	Hwy & Bridge-Stimulus	\$2,556,282	\$2,465,146	\$0	\$0	\$0
8105	Bond Proceeds - Texas Mobility Fund	\$84,147,325	\$57,044,869	\$20,684,500	\$725,000	\$10,000
8106	Bond Proceeds - State Highway Fund	\$15,685,381	\$44,116,547	\$61,441,882	\$33,158,667	\$5,051,904
8120	Bond Proceeds - GO Bonds	\$43,604,946	\$174,917,365	\$581,207,595	\$250,562,170	\$78,845,000
TOTAL, Method of Financing		\$320,522,838	\$521,842,732	\$937,185,014	\$456,445,837	\$201,785,686

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 3 RIGHT-OF-WAY ACQUISITION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy is used to acquire right-of-way through purchase or condemnation for transportation facilities. The strategy also includes the eligible costs of adjusting utility facilities directly impacted by transportation construction projects and the payments and expenses incurred under the relocation assistance program for displaced residents and businesses. Cities and counties are authorized to acquire right-of-way in the states name and are eligible to be reimbursed not less than 90% of their acquisition costs. The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Sections 91.091, 203.002, 203.051, et. seq., 224.005, 224.008, and 227.041.)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

The cost of purchasing needed right-of-way is directly related to the location of the proposed transportation projects. Properties with commercial or industrial highest and best use, improved with buildings and other improvements are generally the more expensive properties to acquire. Owners are entitled to receive just compensation; however, when owners reject the agency's offer for negotiated purchase, and eminent domain proceedings are necessary, the amount paid for right-of-way may be significantly increased because of awards made by special commissioners and juries. Relocation assistance benefits must be paid to the owners and occupants of property that are displaced by the highway project. In most situations the cost of acquiring or relocating utilities located on the new right-of-way must be paid to the owners of the utilities. Court rulings can increase the cost of right-of-way by allowing additional damages to remainder properties compensable. Standard operating procedures and automated systems have been implemented to increase the efficiency of right-of-way acquisition operations. Emphasis is given to settlement of condemnation cases to expedite possession and minimize increased costs. Donation of right-of-way by landowners is encouraged to realize reductions to right-of-way costs.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 4 RESEARCH

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$721,228	\$642,739	\$799,320	\$799,715	\$803,732
1002	OTHER PERSONNEL COSTS	\$44,422	\$21,100	\$23,000	\$24,080	\$25,400
2001	PROFESSIONAL FEES AND SERVICES	\$2,415	\$14,727	\$15,000	\$15,000	\$15,000
2003	CONSUMABLE SUPPLIES	\$1,693	\$3,000	\$3,000	\$3,000	\$3,000
2004	UTILITIES	\$10,778	\$10,590	\$11,210	\$11,360	\$11,513
2005	TRAVEL	\$47,652	\$49,192	\$68,000	\$68,000	\$68,000
2006	RENT - BUILDING	\$33,253	\$63,178	\$30,000	\$30,000	\$30,000
2007	RENT - MACHINE AND OTHER	\$7,580	\$8,000	\$8,000	\$8,000	\$8,000
2009	OTHER OPERATING EXPENSES	\$21,281,183	\$21,057,151	\$21,013,579	\$21,963,920	\$21,965,541
5000	CAPITAL EXPENDITURES	\$0	\$0	\$6,600	\$6,300	\$1,300
TOTAL, Object of Expense		\$22,150,204	\$21,869,677	\$21,977,709	\$22,929,375	\$22,931,486
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$2,555,224	\$3,103,658	\$3,301,690	\$4,270,244	\$4,272,355
20.205.000	Highway Planning and Construction	\$19,594,980	\$18,766,019	\$18,676,019	\$18,659,131	\$18,659,131
TOTAL, Method of Financing		\$22,150,204	\$21,869,677	\$21,977,709	\$22,929,375	\$22,931,486

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 1 Provide Transportation Planning

OBJECTIVE: 1 Effective Planning and Design

STRATEGY: 4 RESEARCH

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	10.92	9.83	12.00	12.00	12.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		10.92	9.83	12.00	12.00	12.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

The purpose of this strategy is to fund and participate with state-supported colleges and universities in research and development programs that can improve transportation operations. Other functions of this strategy include coordination of research implementation, dispersal of research information, and management of the product evaluation program. Also, coordination of federal pooled-funded research, Texas' involvement in the National Cooperative Highway Research Program, and 100% federally funded research projects fall under this strategy. Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.
 (Texas Education Code, Section 150.002)

Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

(Texas Education Code, Section 150.002)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors include federal and state legislation, including funding levels and earmarked projects that may change the focus of TxDOT research initiatives. External factors also include the maintenance of adequate state funding to match federal funds supporting research, therefore allowing state funds to be leveraged with federal funds.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 1 EXISTING CONSTRUCTION CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$855,519	\$514,576	\$500,000	\$500,000	\$500,000
2009	OTHER OPERATING EXPENSES	\$6,030,988	\$4,961,409	\$5,000,000	\$5,000,000	\$5,000,000
4000	GRANTS	\$75,336,726	\$87,183,793	\$90,000,000	\$90,000,000	\$90,000,000
5000	CAPITAL EXPENDITURES	\$543,730,945	\$1,199,164,456	\$547,238,776	\$1,837,622,669	\$1,198,038,121
TOTAL, Object of Expense		\$625,954,178	\$1,291,824,234	\$642,738,776	\$1,933,122,669	\$1,293,538,121
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$31,412,870	\$144,592,058	\$23,853,649	\$125,274,073	\$59,341,910
0666	Appropriated Receipts	\$87,417	\$0	\$0	\$0	\$0
20.205.000	Highway Planning and Construction	\$324,788,840	\$578,368,232	\$87,720,995	\$576,096,294	\$312,367,640
20.205.024	Hwy & Bridge-Stimulus	\$85,717,305	\$174,087,628	\$98,176,747	\$59,688,236	\$22,045,613
8105	Bond Proceeds - Texas Mobility Fund	\$30,990,740	\$135,679,733	\$83,252,833	\$121,540,870	\$131,428,704
8106	Bond Proceeds - State Highway Fund	\$152,957,006	\$194,431,313	\$153,443,440	\$144,223,177	\$92,153,833
8120	Bond Proceeds - GO Bonds	\$0	\$64,665,270	\$196,291,112	\$906,300,019	\$676,200,421
TOTAL, Method of Financing		\$625,954,178	\$1,291,824,234	\$642,738,776	\$1,933,122,669	\$1,293,538,121

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 1 EXISTING CONSTRUCTION CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports existing construction contracts let in previous biennia for roads, bridges, and other transportation facility construction on the state transportation system to increase mobility. TxDOT contracts with outside firms for construction, and the strategy represents actual construction work disbursements. Payments for work done in this strategy are progressive, meaning they are processed/made as the work is completed and often continue for many years after the project began. Existing Construction has no direct personnel costs.

This strategy also provides funding and planning assistance to railroad companies and state political subdivisions to install off-state highway system rail/highway grade crossing warning and protective devices. State match financial assistance is provided for rail roads under State Highway Fund No. 006 (90% state, 10% railroad). Lastly, this strategy now includes the construction of existing ferry systems in Port Aransas near Corpus Christi and Galveston-Port Bolivar.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first to the second year of the biennium. This U.B. authority is requested to continue in the next biennium. With LBB approval, the estimated feature of this strategy will continue to allow the appropriation to be increased should additional funds become available in the State Highway Fund, which is requested to continue. Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

(Transportation Code, Sections 201.002, 201.102, 201.103, 201.107, 203.002, 203.003, 227.021, 203.021, 471.003, and 471.004)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Efficient cooperative communication between the state and outside sector must exist to cost effectively implement this strategy. Communications are continually reviewed to enhance delivery of construction projects at the lowest reasonable costs. External factors impacting this strategy include federal legislation, ability to obtain the necessary rights-of-way, utility adjustments, weather conditions, environmental issues, plan development timing/funding activities, and public hearings.

Regarding ferries, the extreme corrosive nature of the environment, causing deterioration of the infrastructure supporting the ferry system, has required higher costs to replace and maintain that infrastructure.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 2 NEW CONSTRUCTION CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2009	OTHER OPERATING EXPENSES	\$2,562,324	\$204,888	\$217,600	\$218,000	\$218,000
4000	GRANTS	\$9,875,195	\$4,362,000	\$4,000,000	\$4,000,000	\$4,000,000
5000	CAPITAL EXPENDITURES	\$800,096,423	\$291,290,477	\$1,358,542,120	\$360,124,309	\$613,414,264
TOTAL, Object of Expense		\$812,533,942	\$295,857,365	\$1,362,759,720	\$364,342,309	\$617,632,264
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$45,364,850	\$10,726,518	\$132,359,525	\$44,535,129	\$95,193,120
20.205.000	Highway Planning and Construction	\$138,430,135	\$42,906,074	\$684,438,099	\$319,807,180	\$522,439,144
20.205.024	Hwy & Bridge-Stimulus	\$267,135,908	\$0	\$0	\$0	\$0
8106	Bond Proceeds - State Highway Fund	\$122,365,605	\$5,566,235	\$82,623,391	\$0	\$0
8120	Bond Proceeds - GO Bonds	\$239,237,444	\$236,658,538	\$463,338,705	\$0	\$0
TOTAL, Method of Financing		\$812,533,942	\$295,857,365	\$1,362,759,720	\$364,342,309	\$617,632,264

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 2 NEW CONSTRUCTION CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy supports new construction contracts let in previous biennia for roads, bridges, and other transportation facility construction on the state transportation system to increase mobility. TxDOT contracts with outside firms for construction, and the strategy represents actual construction work disbursements. Payments for work done in this strategy are progressive, meaning they are processed/made as the work is completed and often continue for many years after the project began. Existing Construction has no direct personnel costs.

This strategy also provides funding and planning assistance to railroad companies and state political subdivisions to install off-state highway system rail/highway grade crossing warning and protective devices. State match financial assistance is provided for rail roads under State Highway Fund No. 006 (90% state, 10% railroad). Lastly, this strategy now includes the construction of new ferry systems in Port Aransas near Corpus Christi and Galveston-Port Bolivar. Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first to the second year of the biennium. This U.B. authority is requested to continue in the next biennium. With LBB approval, the estimated feature of this strategy will continue to allow the appropriation to be increased should additional funds become available in the State Highway Fund, which is requested to continue.

(Transportation Code, Sections 201.002, 201.102, 201.103, 201.107, 203.002, 203.003, 227.021, 203.021, 471.003, and 471.004)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Efficient cooperative communication between the state and outside sector must exist to cost effectively implement this strategy. Communications are continually reviewed to enhance delivery of construction projects at the lowest reasonable costs. External factors impacting this strategy include federal legislation, ability to obtain the necessary rights-of-way, utility adjustments, weather conditions, environmental issues, plan development timing/funding activities, and public hearings.

Regarding ferries, the extreme corrosive nature of the environment, causing deterioration of the infrastructure supporting the ferry system, has required higher costs to replace and maintain that infrastructure.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 3 CONSTRUCTION GRANTS & SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$14,260,980	\$12,818,222	\$11,628,848	\$11,294,960	\$9,545,440
2005	TRAVEL	\$1,204	\$1,342	\$1,500	\$1,500	\$1,500
2009	OTHER OPERATING EXPENSES	\$335,455,391	\$316,572,267	\$287,207,002	\$265,686,876	\$224,533,599
4000	GRANTS	\$148,397,453	\$74,706,964	\$67,775,067	\$117,533,528	\$99,328,301
5000	CAPITAL EXPENDITURES	\$220,510,696	\$222,806,574	\$202,123,763	\$174,648,005	\$147,595,861
TOTAL, Object of Expense		\$718,625,724	\$626,905,369	\$568,736,180	\$569,164,869	\$481,004,701
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$147,326,670	\$116,593,110	\$110,948,685	\$113,832,974	\$96,200,940
0780	Bond Proceed-Gen Obligations	\$25,244,656	\$10,007,245	\$13,992,755	\$0	\$0
20.205.000	Highway Planning and Construction	\$425,544,890	\$466,372,440	\$443,794,740	\$455,331,895	\$384,803,761
20.205.024	Hwy & Bridge-Stimulus	\$120,509,508	\$33,932,574	\$0	\$0	\$0
TOTAL, Method of Financing		\$718,625,724	\$626,905,369	\$568,736,180	\$569,164,869	\$481,004,701

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 3 CONSTRUCTION GRANTS & SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy supports the construction of roads, bridges, and other facilities funded thru comprehensive development agreements (CDAs), toll equity, and pass-through tolling.

The Construction Grants and Services strategy includes projects contracted directly with outside firms as well as local governments. Pass-through tolling allows local governmental entities, such as Metropolitan Planning Organizations (MPOs), to advance projects by providing local funding or bonds up-front to later be reimbursed by TxDOT. This strategy represents disbursements for actual construction work, and includes no direct personnel costs.

This strategy supports the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, to Address Traffic Congestion, to Connect Texas Communities, and Become a Best in Class State Agency.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year to the second year of the biennium. This U.B. authority is requested to continue in the next biennium. Upon LBB approval, the estimated feature used for this strategy allows the appropriation to be increased should additional funds become available in the State Highway Fund, which is requested to continue.

(Transportation Code, Sections 201.002, 201.102, 201.103, 201.107, 203.002, 203.003, 227.021, 203.021, 227.041, 361.132, 471.003, 471.004)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Efficient, cooperative communication between the state, the private sector, and local governmental entities must exist to effectively implement this strategy. Procedures are regularly reviewed to enhance the delivery of construction projects at the lowest reasonable costs. External factors impacting this strategy include federal legislation, ability to obtain the necessary rights-of-way, utility adjustments, weather conditions, environmental issues, timing and funding associated with plan development activities, and public hearings.

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 4 AVIATION SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$3,559,984	\$3,729,993	\$4,046,245	\$4,051,194	\$4,061,206
1002	OTHER PERSONNEL COSTS	\$166,429	\$85,342	\$87,400	\$88,600	\$95,360
2001	PROFESSIONAL FEES AND SERVICES	\$201,454	\$212,927	\$200,000	\$200,000	\$200,000
2002	FUELS AND LUBRICANTS	\$556,305	\$572,145	\$600,000	\$600,000	\$600,000
2003	CONSUMABLE SUPPLIES	\$17,392	\$20,394	\$20,000	\$20,000	\$20,000
2004	UTILITIES	\$144,562	\$111,173	\$115,318	\$115,318	\$115,318
2005	TRAVEL	\$87,058	\$84,778	\$90,000	\$90,000	\$90,000
2006	RENT - BUILDING	\$77,508	\$70,623	\$40,108	\$39,659	\$40,555
2007	RENT - MACHINE AND OTHER	\$19,313	\$15,455	\$16,900	\$16,900	\$16,900
2009	OTHER OPERATING EXPENSES	\$4,877,187	\$3,218,793	\$2,467,600	\$3,063,963	\$3,105,745
4000	GRANTS	\$88,846,805	\$95,739,901	\$86,463,688	\$101,001,555	\$75,981,877
5000	CAPITAL EXPENDITURES	\$343,037	\$341,378	\$223,980	\$170,631	\$125,631
TOTAL, Object of Expense		\$98,897,034	\$104,202,902	\$94,371,239	\$109,457,820	\$84,452,592
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$47,341,987	\$49,403,203	\$39,871,239	\$54,957,820	\$29,952,592

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 4 AVIATION SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
0777	Interagency Contracts	\$4,498,003	\$4,350,901	\$4,500,000	\$4,500,000	\$4,500,000
20.106.000	Airport Improvement Program	\$40,227,912	\$50,329,537	\$50,000,000	\$50,000,000	\$50,000,000
20.106.001	Airport Improvement Program-Stimulus	\$6,829,132	\$119,261	\$0	\$0	\$0
TOTAL, Method of Financing		\$98,897,034	\$104,202,902	\$94,371,239	\$109,457,820	\$84,452,592
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	56.70	58.20	63.00	63.00	63.00
9941	SUMMER HIRES	0.20	0.00	0.00	0.00	0.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		56.90	58.20	63.00	63.00	63.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

The function of this strategy is to promote, protect, and develop aeronautics by providing state and federal financial and technical assistance to Texas communities for airport development, and to act as an agent in applying for, receiving, and disbursing federal funds for general aviation, reliever and non-primary commercial service airports. Another function of this strategy is the operation and maintenance of the state's fleet of aircraft. This strategy directly contributes to the statewide goal to build a solid foundation for social and economic prosperity by developing, maintaining, and enhancing a sound and viable air transportation system to allow and encourage the economic development of the communities the airports serve.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) between and across biennia. This U.B. authority is requested to continue.

(Transportation Code, Chapter 21, and Sections 22.018 and 22.055; Government Code, Chapter 2205)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 2 Transportation Improvements

OBJECTIVE: 1 Construction and Reconstruction

STRATEGY: 4 AVIATION SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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The general aviation needs of the state continue to evolve and grow as technology advancements for aircraft and air navigation change. Federal funding from user fees for airport development are directed primarily to commercial service airports and within recent years, Texas' share of federal apportionment funds has declined, thus leaving fewer dollars for the smaller general aviation airports. Furthermore, there are many airports that are ineligible for federal funding. The Federal Aviation Administration's current direction is to place critical emphasis on commercial service capacity enhancement, leaving fewer resources available for general aviation system development.

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3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 1 EXISTING MAINTENANCE CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$117,917	\$300,000	\$300,000	\$300,000	\$300,000
2009	OTHER OPERATING EXPENSES	\$1,004,628	\$4,025,008	\$5,000,000	\$5,000,000	\$5,000,000
4000	GRANTS	\$23,816,550	\$5,893,815	\$0	\$0	\$0
5000	CAPITAL EXPENDITURES	\$415,818,752	\$1,183,191,978	\$439,390,734	\$1,931,561,469	\$628,124,621
TOTAL, Object of Expense		\$440,757,847	\$1,193,410,801	\$444,690,734	\$1,936,861,469	\$633,424,621
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$53,012,079	\$192,452,930	\$55,669,093	\$314,650,663	\$105,647,876
20.205.000	Highway Planning and Construction	\$212,067,952	\$769,811,721	\$222,676,372	\$1,476,102,650	\$422,591,506
20.205.024	Hwy & Bridge-Stimulus	\$113,343,545	\$74,805,298	\$30,272,784	\$18,212,132	\$23,463,915
8106	Bond Proceeds - State Highway Fund	\$62,334,271	\$156,340,852	\$136,072,485	\$127,896,024	\$81,721,324
TOTAL, Method of Financing		\$440,757,847	\$1,193,410,801	\$444,690,734	\$1,936,861,469	\$633,424,621

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 1 EXISTING MAINTENANCE CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy supports existing maintenance projects which are let in prior biennia, and includes work associated with preventive maintenance and rehabilitation accomplished through the use of outside sector contractors. The Texas Transportation Commission has established preservation of the highway system as a major priority to ensure that the highway system is preserved in the most cost effective and efficient manner through a planned cycle of repair, reconstruction, and rehabilitation. Work such as major rehabilitation of lanes, adding shoulders to existing lanes, overlays and any other activity that extends the useful life of the pavement is included in this strategy. Expenditures in the Existing Maintenance Contracts appropriation support the following goals of the Texas Transportation Commission: Maintain a Safe System, Connect Texas Communities, Reduce Congestion, and Become a Best in Class State Agency. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.
 (Transportation Code, Sections 201.103, 203.002, 227.021, and 361.032)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather, have the biggest impact on the condition of the system. The increased usage of the Texas transportation system by the energy sector has greatly increased the need for additional resources in this strategy. A lack of resources would result in an increased rate of deterioration of the system and increased rehabilitation and reconstruction needs in the future.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 2 NEW MAINTENANCE CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2009	OTHER OPERATING EXPENSES	\$1,770,903	\$11,455,916	\$38,262,523	\$12,227,401	\$33,256,997
4000	GRANTS	\$7,097,549	\$0	\$0	\$0	\$0
5000	CAPITAL EXPENDITURES	\$1,301,004,078	\$402,632,042	\$1,842,306,387	\$691,370,610	\$1,621,026,885
TOTAL, Object of Expense		\$1,309,872,530	\$414,087,958	\$1,880,568,910	\$703,598,011	\$1,654,283,882
Method of Financing						
0001	General Revenue Funds	\$510,319	\$1,489,681	\$0	\$0	\$0
0006	State Highway Fund No. 006, estimated	\$121,444,741	\$79,059,693	\$291,293,155	\$70,552,935	\$260,690,110
20.205.000	Highway Planning and Construction	\$785,272,973	\$316,238,774	\$1,516,005,956	\$633,045,076	\$1,393,593,772
20.205.024	Hwy & Bridge-Stimulus	\$176,040,226	\$0	\$0	\$0	\$0
8106	Bond Proceeds - State Highway Fund	\$226,604,271	\$13,939,281	\$73,269,799	\$0	\$0
8120	Bond Proceeds - GO Bonds	\$0	\$3,360,529	\$0	\$0	\$0
TOTAL, Method of Financing		\$1,309,872,530	\$414,087,958	\$1,880,568,910	\$703,598,011	\$1,654,283,882

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 2 NEW MAINTENANCE CONTRACTS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy supports existing maintenance projects which are let in the current biennia, and includes work associated with preventive maintenance and rehabilitation accomplished through the use of outside sector contractors. The Texas Transportation Commission has established preservation of the highway system as a major priority to ensure that the highway system is preserved in the most cost effective and efficient manner through a planned cycle of repair, reconstruction, and rehabilitation. Work such as major rehabilitation of lanes, adding shoulders to existing lanes, overlays and any other activity that extends the useful life of the pavement is included in this strategy. Expenditures in the Existing Maintenance Contracts appropriation support the following goals of the Texas Transportation Commission: Maintain a Safe System, Connect Texas Communities, Reduce Congestion, and Become a Best in Class State Agency. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.
 (Transportation Code, Sections 201.103, 203.002, 227.021, and 361.032)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather, have the biggest impact on the condition of the system. The increased usage of the Texas transportation system by the energy sector has greatly increased the need for additional resources in this strategy. A lack of resources would result in an increased rate of deterioration of the system and increased rehabilitation and reconstruction needs in the future.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 3 CONTRACTED ROUTINE MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$17,346,700	\$19,356,589	\$18,500,000	\$18,500,000	\$18,500,000
2002	FUELS AND LUBRICANTS	\$35,885	\$35,000	\$35,000	\$35,000	\$35,000
2004	UTILITIES	\$55,438	\$89,719	\$90,000	\$90,000	\$90,000
2007	RENT - MACHINE AND OTHER	\$3,141,559	\$3,635,182	\$3,800,000	\$3,800,000	\$3,800,000
2009	OTHER OPERATING EXPENSES	\$564,992,498	\$684,628,074	\$619,983,437	\$627,639,702	\$646,128,934
5000	CAPITAL EXPENDITURES	\$3,565,415	\$2,018,479	\$2,000,000	\$2,000,000	\$2,000,000
TOTAL, Object of Expense		\$589,137,495	\$709,763,043	\$644,408,437	\$652,064,702	\$670,553,934
Method of Financing						
00.601.001	FHWA FEMA disaster	\$6,431,856	\$4,346,105	\$0	\$0	\$0
0006	State Highway Fund No. 006, estimated	\$582,705,639	\$705,416,938	\$644,408,437	\$652,064,702	\$670,553,934
TOTAL, Method of Financing		\$589,137,495	\$709,763,043	\$644,408,437	\$652,064,702	\$670,553,934

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 3 CONTRACTED ROUTINE MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy includes work associated with routine and preventive maintenance accomplished through the use of outside sector contractors. The Texas Transportation Commission has established preservation of the highway system as a major priority. This will ensure that the highway system is preserved in the most cost effective and efficient manner through a planned cycle of repair and preventive maintenance. In addition to routine maintenance of roadway surfaces and bridges, this strategy includes highway markings, signs, traffic signal systems, right of way mowing, litter removal, contracts for emergency repairs, and ferry facility maintenance.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System and Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Sections 201.103, 203.002, 227.021, and 361.032)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather, have the biggest impact on the condition of the system. The increased usage of the Texas transportation system by the energy sector has greatly increased the need for additional resources in this strategy. A lack of resources would result in an increased rate of deterioration of the system and increased rehabilitation and reconstruction needs in the future.

3.A. STRATEGY REQUEST
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Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 4 ROUTINE MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$219,052,509	\$226,485,211	\$231,499,848	\$232,095,737	\$232,854,160
1002	OTHER PERSONNEL COSTS	\$11,381,988	\$9,146,733	\$9,253,364	\$9,304,880	\$9,412,967
2001	PROFESSIONAL FEES AND SERVICES	\$755,614	\$700,506	\$705,762	\$705,631	\$705,760
2002	FUELS AND LUBRICANTS	\$36,689,023	\$37,347,878	\$37,697,575	\$37,069,813	\$37,216,964
2003	CONSUMABLE SUPPLIES	\$1,870,739	\$2,794,567	\$2,730,733	\$2,798,237	\$2,758,898
2004	UTILITIES	\$34,951,964	\$33,966,885	\$34,284,925	\$34,442,411	\$34,395,187
2005	TRAVEL	\$829,088	\$930,575	\$930,288	\$930,396	\$930,895
2006	RENT - BUILDING	\$358,390	\$300,169	\$302,980	\$302,045	\$302,302
2009	OTHER OPERATING EXPENSES	\$259,982,610	\$360,737,717	\$371,700,704	\$387,176,880	\$424,906,117
5000	CAPITAL EXPENDITURES	\$43,603,657	\$29,148,123	\$29,421,044	\$31,272,455	\$32,948,198
TOTAL, Object of Expense		\$609,475,582	\$701,558,364	\$718,527,223	\$736,098,485	\$776,431,448
Method of Financing						
00.601.001	FHWA FEMA disaster	\$38,862	\$106,623	\$0	\$0	\$0
0006	State Highway Fund No. 006, estimated	\$608,230,626	\$701,451,741	\$718,527,223	\$736,098,485	\$776,431,448
0071	Highway Beautification Account	\$731,451	\$0	\$0	\$0	\$0

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 4 ROUTINE MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
0777	Interagency Contracts	\$474,643	\$0	\$0	\$0	\$0
TOTAL, Method of Financing		\$609,475,582	\$701,558,364	\$718,527,223	\$736,098,485	\$776,431,448
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	5,581.60	5,704.10	5,761.00	5,761.00	5,761.00
9941	SUMMER HIRES	27.20	53.90	108.00	108.00	108.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		5,608.80	5,758.00	5,869.00	5,869.00	5,869.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy includes work associated with routine and preventive maintenance accomplished through the use of TxDOT personnel. The Texas Transportation Commission has established preservation of the highway system as a major priority. This will ensure that the highway system is preserved in the most cost effective and efficient manner through a planned cycle of repair and preventive maintenance. In addition to routine maintenance of roadway surfaces and bridges, this strategy includes highway markings, signs, traffic signal systems, right of way mowing, litter removal, contracts for emergency repairs, and ferry facility maintenance.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System and Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Sections 201.103, 203.002, 227.021, and 361.032)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather, have the biggest impact on the condition of the system. The increased usage of the Texas transportation system by the energy sector has greatly increased the need for additional resources in this strategy. A lack of resources would result in an increased rate of deterioration of the system and increased rehabilitation and reconstruction needs in the future.

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 4 ROUTINE MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 5 GULF WATERWAY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$141,341	\$83,337	\$86,000	\$86,000	\$86,000
1002	OTHER PERSONNEL COSTS	\$23,400	\$3,360	\$3,400	\$3,400	\$3,460
2001	PROFESSIONAL FEES AND SERVICES	\$6,744	\$7,500	\$11,134	\$11,134	\$11,134
2005	TRAVEL	\$5,262	\$4,449	\$6,000	\$6,000	\$6,000
2009	OTHER OPERATING EXPENSES	\$13,822	\$15,032	\$69,925	\$69,798	\$70,477
5000	CAPITAL EXPENDITURES	\$0	\$0	\$650,000	\$650,000	\$650,000
TOTAL, Object of Expense		\$190,569	\$113,678	\$826,459	\$826,332	\$827,071
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$190,569	\$113,678	\$826,459	\$826,332	\$827,071
TOTAL, Method of Financing		\$190,569	\$113,678	\$826,459	\$826,332	\$827,071
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	2.00	1.00	1.00	1.00	1.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		2.00	1.00	1.00	1.00	1.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 5 GULF WATERWAY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy administers the state's responsibility as nonfederal sponsor of the main channel of the Gulf Intracoastal Waterway (GIWW) from the Sabine River to the Brownsville Ship Channel. In this role, TxDOT provides for shallow draft navigation of the state's coastal waters in an environmentally sound manner, and supports marine transportation and systems.

TxDOT provides assistance for studies to determine sites and methods for disposal of dredged material along the GIWW, and provides funds to acquire such sites. As required by state law, a biennial report on all activity associated with the GIWW is prepared. The Gulf Intracoastal Waterway Advisory Committee (GIWAC) advises and assists TxDOT on the identification of environmentally sensitive and operationally suitable dredged material placement sites and methods. TxDOT researches activities related to the needs of the GIWW and provides technical input concerning state programs, such as the Texas Coastal Management Program.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Connect Texas Communities, and to Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of a biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Chapter 51, Coastal Waterway Act of 1975).

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors are federal or state legislation which change state participation or state maintenance of a project, strategies of other agencies, litigation from groups opposing disposal methods, litigation for condemnation awards, the future of the real estate market, and compliance with state and federal regulations in these environmentally sensitive coastal areas. Internal factors are the accomplishment of the acquisition process.

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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 6 FERRY OPERATIONS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$7,031,499	\$8,041,008	\$8,065,485	\$8,100,000	\$8,122,011
1002	OTHER PERSONNEL COSTS	\$236,083	\$220,323	\$224,660	\$228,840	\$229,700
2001	PROFESSIONAL FEES AND SERVICES	\$3,899,670	\$3,324,478	\$2,174,845	\$2,174,845	\$2,174,845
2002	FUELS AND LUBRICANTS	\$5,131,014	\$5,233,508	\$5,307,258	\$5,407,258	\$5,407,258
2003	CONSUMABLE SUPPLIES	\$62,283	\$84,793	\$64,558	\$64,558	\$64,558
2004	UTILITIES	\$316,504	\$251,252	\$250,646	\$250,076	\$250,076
2005	TRAVEL	\$19,526	\$9,944	\$13,857	\$15,180	\$15,180
2007	RENT - MACHINE AND OTHER	\$34,825	\$50,808	\$50,914	\$50,914	\$50,914
2009	OTHER OPERATING EXPENSES	\$17,721,267	\$19,049,111	\$26,085,866	\$28,988,585	\$29,233,325
5000	CAPITAL EXPENDITURES	\$1,881,453	\$6,446,923	\$180,675	\$170,563	\$170,563
TOTAL, Object of Expense		\$36,334,124	\$42,712,148	\$42,418,764	\$45,450,819	\$45,718,430
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$36,334,124	\$41,534,535	\$42,418,764	\$45,450,819	\$45,718,430
20.205.024	Hwy & Bridge-Stimulus	\$0	\$1,177,613	\$0	\$0	\$0
TOTAL, Method of Financing		\$36,334,124	\$42,712,148	\$42,418,764	\$45,450,819	\$45,718,430

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 3 Preserve the Transportation System

OBJECTIVE: 1 System Maintenance

STRATEGY: 6 FERRY OPERATIONS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	229.10	268.40	197.00	197.00	197.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		229.10	268.40	197.00	197.00	197.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This supports the operation of ferry systems twenty four hours a day, seven days a week in Port Aransas near Corpus Christi and Galveston-Port Bolivar. Included in this appropriation are funds for ferry crews, security, fuel, and other expenses related to the operation of the ferry boats. Construction of ferry boats and maintenance to the ferry facilities have been moved to the construction and maintenance strategies. This strategy continues to expand as industry and tourism develops in those areas served by ferries.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Address Congestion, Connect Texas Communities, and to Become a Best in Class State Agency.
 (Transportation Code, Section 342.001)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Tourism, local development, weather (hurricanes, etc.), and the shipping industry are all factors that have significant impact on ferry operations. Traffic volume and the prevention of public dissatisfaction with delays and long lines also impact the operations of Texas Ferry Systems. Ferry downtime may increase due to mechanical failure and the high cost of stocking the required replacement parts, thus extending wait times. Coast Guard regulations also impact this strategy

3.A. STRATEGY REQUEST
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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 1 Enhance Public Transportation

STRATEGY: 1 PUBLIC TRANSPORTATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$2,203,858	\$2,127,557	\$2,601,177	\$2,630,219	\$2,671,666
1002	OTHER PERSONNEL COSTS	\$92,517	\$104,279	\$96,700	\$101,580	\$106,060
2001	PROFESSIONAL FEES AND SERVICES	\$385,178	\$483,233	\$0	\$0	\$0
2003	CONSUMABLE SUPPLIES	\$7,513	\$7,466	\$12,200	\$12,800	\$13,350
2004	UTILITIES	\$12,983	\$20,723	\$22,154	\$23,075	\$23,000
2005	TRAVEL	\$52,526	\$48,905	\$48,798	\$52,798	\$52,298
2007	RENT - MACHINE AND OTHER	\$5,911	\$7,338	\$8,352	\$8,352	\$8,852
2009	OTHER OPERATING EXPENSES	\$57,718	\$92,651	\$100,000	\$100,000	\$100,000
4000	GRANTS	\$104,682,525	\$89,773,255	\$89,644,383	\$89,505,306	\$89,476,919
5000	CAPITAL EXPENDITURES	\$0	\$37,957	\$46,416	\$12,939	\$12,939
TOTAL, Object of Expense		\$107,500,729	\$92,703,364	\$92,580,180	\$92,447,069	\$92,465,084
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$30,427,722	\$30,188,048	\$32,227,401	\$32,226,775	\$32,236,627
20.500.000	Federal Transit Capital	\$5,313,004	\$0	\$0	\$0	\$0
20.500.001	Public Transportation-Stimulus	\$3,458,841	\$0	\$0	\$0	\$0

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 1 Enhance Public Transportation

STRATEGY: 1 PUBLIC TRANSPORTATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
20.505.000	Federal Transit Technical	\$6,874,926	\$6,872,871	\$6,872,871	\$6,858,559	\$6,858,559
20.509.000	Non-Urbanized Area Formula Grants	\$38,641,949	\$35,833,552	\$33,731,752	\$33,854,922	\$33,854,922
20.513.000	Capital Assistance Programs	\$9,158,145	\$8,344,260	\$8,344,260	\$8,175,228	\$8,175,228
20.514.000	Transit Planning and Research	\$32,675	\$60,737	\$0	\$0	\$0
20.515.000	State Planning and Research	\$1,338,587	\$1,300,593	\$1,300,593	\$1,588,978	\$1,597,141
20.516.000	Job Access/Reverse Commute Grants	\$8,594,800	\$6,967,448	\$6,967,448	\$6,649,221	\$6,649,221
20.521.000	New Freedom Program	\$3,660,080	\$3,135,855	\$3,135,855	\$3,093,386	\$3,093,386
TOTAL, Method of Financing		\$107,500,729	\$92,703,364	\$92,580,180	\$92,447,069	\$92,465,084
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	39.56	38.41	47.00	47.00	47.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		39.56	38.41	47.00	47.00	47.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the department's effort to promote public transportation projects statewide by assisting small urban and rural transportation providers, communities, nonprofit organizations, metropolitan planning organizations and political subdivisions in the development and delivery of public transportation services to the general public. This strategy also provides for the monitoring and allocating of Federal Transit Administration funds as well as monitoring state, federal and local legislation and regulations affecting public transportation. In addition, this strategy provides the funding authority for public transportation projects through the distribution of federal apportioned dollars and state funds. Metropolitan Transit Authorities (MTAs) receive no state funding through TxDOT. This agency sponsors forums and training opportunities throughout the year which bring together local, regional, state, and federal public transportation officials to learn and discuss current areas of interest and to exchange ideas on developing and promoting public transportation in the state.

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 1 Enhance Public Transportation

STRATEGY: 1 PUBLIC TRANSPORTATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (UB) from the first year of the biennium to the second year. This UB authority is requested to continue in the next biennium. (Transportation Code, Chapters 455, 456 & 461)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Development and/or enhancement of public transportation is often difficult because it requires substantial amounts of monies. The resources of government (federal, state and local) have not kept pace in meeting the capital and operating needs necessary to accomplish this. These limited resources, primarily used to maintain established systems, significantly constrain efforts to expand and/or establish new systems in areas that are currently not served or underserved particularly due to population growth. In addition, the transit systems located in areas adjacent to the United States/Mexico border realize an additional burden placed on their resources due to transient populations from the Mexico sovereignty.

Likewise, systems are expecting increasing demands as the population continues to age and urban areas become increasingly congested, at the same time the costs of building and expanding services are increasing. Congress needs to continue their commitment by approving appropriation bills at authorized levels, vital issues, as stated above which help providing the level of funding needed for this vital part of the transportation infrastructure.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 2 Enhance Public Safety and Security

STRATEGY: 1 TRAFFIC SAFETY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$3,264,349	\$3,402,654	\$3,864,525	\$3,878,488	\$3,895,569
1002	OTHER PERSONNEL COSTS	\$145,132	\$130,854	\$150,480	\$150,720	\$150,480
2001	PROFESSIONAL FEES AND SERVICES	\$7,872,376	\$8,584,250	\$8,745,576	\$8,448,276	\$8,291,837
2003	CONSUMABLE SUPPLIES	\$10,812	\$12,617	\$15,000	\$15,000	\$15,000
2004	UTILITIES	\$8,062	\$9,000	\$9,000	\$9,000	\$9,000
2005	TRAVEL	\$50,460	\$96,290	\$105,753	\$105,753	\$105,753
2006	RENT - BUILDING	\$283,643	\$250,488	\$50,947	\$50,428	\$50,977
2007	RENT - MACHINE AND OTHER	\$21,804	\$20,058	\$20,000	\$20,000	\$20,000
2009	OTHER OPERATING EXPENSES	\$14,569,669	\$15,958,592	\$17,327,400	\$17,323,538	\$16,772,111
4000	GRANTS	\$25,817,352	\$29,453,483	\$35,544,556	\$35,435,159	\$36,212,706
5000	CAPITAL EXPENDITURES	\$14,114	\$35,000	\$84,576	\$65,562	\$65,562
TOTAL, Object of Expense		\$52,057,773	\$57,953,286	\$65,917,813	\$65,501,924	\$65,588,995
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$9,340,726	\$8,381,168	\$9,257,233	\$8,841,344	\$8,928,415
20.205.000	Highway Planning and Construction	\$1,778,544	\$2,000,000	\$2,166,375	\$2,166,375	\$2,166,375

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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 2 Enhance Public Safety and Security

STRATEGY: 1 TRAFFIC SAFETY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
20.600.000	State and Community Highway Safety	\$13,865,119	\$17,085,042	\$20,667,000	\$20,667,000	\$20,667,000
20.600.008	Crash Records Information	\$5,223,631	\$6,290,019	\$6,468,596	\$6,468,596	\$6,468,596
20.601.000	Alcohol Traffic Safety & Drunk Driving	\$16,525,424	\$16,400,000	\$19,529,000	\$19,529,000	\$19,529,000
20.602.000	Motorcycle Helmets and Safety	\$1,395,570	\$2,735,928	\$2,229,267	\$2,229,267	\$2,229,267
20.609.000	Safety Belt Performance Grants	\$6,709	\$0	\$0	\$0	\$0
20.610.000	St Traffic Safety Info System Imprvmt	\$1,259,729	\$2,311,493	\$2,899,000	\$2,899,000	\$2,899,000
20.612.000	Grant to Increase Motorcycle Safety	\$942,681	\$390,724	\$739,000	\$739,000	\$739,000
20.613.000	Child Safety and Child Booster Seats	\$811,846	\$1,439,950	\$1,000,000	\$1,000,000	\$1,000,000
20.614.000	NHTSA Discretionary Safety Grants	\$157,794	\$168,962	\$212,342	\$212,342	\$212,342
8042	Insurance Maint Tax Fees	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
TOTAL, Method of Financing		\$52,057,773	\$57,953,286	\$65,917,813	\$65,501,924	\$65,588,995
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	77.10	77.60	88.00	88.00	88.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		77.10	77.60	88.00	88.00	88.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 2 Enhance Public Safety and Security

STRATEGY: 1 TRAFFIC SAFETY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy coordinates the Texas Traffic Safety Program whose primary goal is the statewide reduction in the number and severity of traffic crashes, injuries, and fatalities. Under this program, the agency coordinates traffic safety efforts through the planning, implementation, and evaluation of the Highway Safety Performance Plan (HSPP) which provides state and federal traffic safety grant funding. The program consists of education, engineering, and enforcement efforts conducted in a partnership among federal, state, county, local jurisdictions, and non-profit organizations. The agency is directed by federal law (23 U.S.C. 402), state statutes (Transportation Code, Chapter 723), and by order of the Governor to coordinate the State and Community Highway Safety Program.

The strategy also covers the department's crash records program. As per state statute (Transportation Code, Sec. 550.061), the agency is required to collect and maintain reports of motor vehicle traffic crashes as submitted by law enforcement agencies across the state. The department currently maintains approximately 3 M crash reports in its files covering a 5 year period. These reports are used to analyze transportation safety and enforcement issues on both the state and local levels.

Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Connect Texas Communities, and Become a Best in Class State Agency.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first to the second year of the biennium. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Chapter 723)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Due to the high demand for traffic safety projects, a successful state traffic safety program is dependent upon interagency cooperation among state, federal, and local officials as well as a close partnership with the private sector. Dedicated GR, dedicated federal and matching state funds allow for these types of traffic safety projects. New federal appropriations and the federal surface transportation reauthorization will determine funding opportunities.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 3 Tourism

STRATEGY: 1 TRAVEL INFORMATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$4,256,915	\$4,136,017	\$4,174,152	\$4,194,919	\$4,216,103
1002	OTHER PERSONNEL COSTS	\$230,527	\$158,246	\$152,642	\$152,847	\$153,607
2001	PROFESSIONAL FEES AND SERVICES	\$803,569	\$772,303	\$756,025	\$760,628	\$767,018
2002	FUELS AND LUBRICANTS	\$2,491	\$3,100	\$3,600	\$3,600	\$3,600
2003	CONSUMABLE SUPPLIES	\$52,861	\$37,338	\$38,000	\$38,810	\$38,520
2004	UTILITIES	\$579,331	\$575,921	\$578,148	\$578,143	\$578,160
2005	TRAVEL	\$88,617	\$90,899	\$105,973	\$105,973	\$105,973
2006	RENT - BUILDING	\$184,716	\$124,420	\$75,752	\$76,428	\$78,132
2007	RENT - MACHINE AND OTHER	\$76,269	\$78,547	\$79,240	\$79,270	\$79,853
2009	OTHER OPERATING EXPENSES	\$11,419,587	\$10,831,248	\$11,002,855	\$10,800,458	\$10,809,920
4000	GRANTS	\$69,958	\$0	\$0	\$0	\$0
5000	CAPITAL EXPENDITURES	\$124,665	\$48,479	\$50,048	\$50,048	\$50,048
TOTAL, Object of Expense		\$17,889,506	\$16,856,518	\$17,016,435	\$16,841,124	\$16,880,934

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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 3 Tourism

STRATEGY: 1 TRAVEL INFORMATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$17,889,506	\$16,856,518	\$17,016,435	\$16,841,124	\$16,880,934
TOTAL, Method of Financing		\$17,889,506	\$16,856,518	\$17,016,435	\$16,841,124	\$16,880,934
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	151.20	149.40	150.00	150.00	150.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		151.20	149.40	150.00	150.00	150.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 4 Optimize Services and Systems

OBJECTIVE: 3 Tourism

STRATEGY: 1 TRAVEL INFORMATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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The functions of this strategy are to operate the states 12 travel information centers; to compile and publish for free distribution informational materials about scenic, historical, and recreational places of interest for the purposes of marketing the highways of the state and attracting traffic; publish the Texas Highways Magazine monthly, the official travel magazine; and to administer the departments litter prevention programs. This strategy also holds the primary responsibility for the Highway Conditions Reporting System, which delivers real-time highway conditions to the traveling public. Members of the public can access this information via TxDOT's website, which has both a map display of current conditions and a drop-down text lookup by roadway, county and/or condition. In addition, there is an Interactive Voice Response (IVR) system available through TxDOT's toll-free Travel Information Line at 1-800-452-9292. Automated highway conditions information is available 24/7 and is updated continuously. Travel Information Center travel counselors are also available to assist customers from 8:00 a.m. to 6:00 p.m., seven days a week. This strategy supports and expands the state's tourism industry and provides services to transportation users. The expenditures in this strategy support the following goals of the Texas Transportation Commission: maintain a safe system, address congestion, connect Texas communities and become a best-in-class state agency. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium. (Transportation Code, Chapter 204)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

The economy is an external factor affecting tourism since leisure travel is usually paid for with disposable income; however, travel/tourism efforts are among very few state programs that generate tax dollars. With the Texas Department of Transportation's (TxDOT) responsibility to provide Texas travel/tourism literature, any increased tourism advertising by the Office of the Governor Economic Development and Tourism Division (EDT) results in greater demand for TxDOT printed travel materials and causes increased visitation at the Texas Travel Information Centers. Title 43, Chapter 23 of the Texas Administrative Code provides for the distribution of state-produced travel literature to local government entities involved in tourism. In order to stimulate travel within Texas, TxDOT enters into agreements with city information centers for assistance in distribution of the department's travel information. This results in greater demand for TxDOT printed travel materials. Some mitigation of literature production cost has been experienced from the acceptance of paid advertising. Texas Highways' external factors are driven by customers in the marketplace who voluntarily pay for the magazine and ancillary products. Providing such market-driven value to customers requires good customer service and quality products at fair prices. External factors that influence the growth of magazine and product sales include competition with other publications and with other leisure activities.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 1 RAIL PLAN/DESIGN/MANAGE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$1,057,746	\$1,137,229	\$1,225,411	\$1,229,828	\$1,234,395
1002	OTHER PERSONNEL COSTS	\$33,120	\$34,020	\$35,800	\$36,040	\$36,880
2001	PROFESSIONAL FEES AND SERVICES	\$514,085	\$534,467	\$595,700	\$795,700	\$595,700
2003	CONSUMABLE SUPPLIES	\$3,232	\$3,200	\$3,200	\$3,200	\$3,200
2004	UTILITIES	\$6,564	\$6,297	\$6,007	\$6,107	\$6,209
2005	TRAVEL	\$50,892	\$70,901	\$102,599	\$105,599	\$102,599
2006	RENT - BUILDING	\$61,480	\$65,173	\$17,173	\$17,764	\$18,149
2007	RENT - MACHINE AND OTHER	\$4,711	\$5,340	\$5,000	\$5,000	\$5,000
2009	OTHER OPERATING EXPENSES	\$210,267	\$220,303	\$324,122	\$362,134	\$371,888
5000	CAPITAL EXPENDITURES	\$3,949	\$4,000	\$0	\$13,820	\$2,000
TOTAL, Object of Expense		\$1,946,046	\$2,080,930	\$2,315,012	\$2,575,192	\$2,376,020
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$1,391,818	\$1,263,020	\$1,721,012	\$1,981,192	\$1,782,020
20.205.000	Highway Planning and Construction	\$554,228	\$817,910	\$594,000	\$594,000	\$594,000
TOTAL, Method of Financing		\$1,946,046	\$2,080,930	\$2,315,012	\$2,575,192	\$2,376,020

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 1 RAIL PLAN/DESIGN/MANAGE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	17.20	17.80	19.00	19.00	19.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		17.20	17.80	19.00	19.00	19.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the management and plan development necessary to provide the systematic preservation and expansion of the rail transportation system. It also supports the associated governmental involvement between other various modes of transportation and rail, and costs related to Metropolitan Planning Organizations (MPOs) and other political subdivisions to conduct rail planning and to coordinate the development of a multimodal transportation plan. This strategy is also performs rail route and location studies, environmental impact studies, freight rail traffic, passenger rail ridership, and revenue studies for rail projects and facilities.

This strategy includes rail inventory surveys, freight rail traffic and passenger rail volume counts, rail coding and mapping, and design and inspection of, as well as testing of materials for, rail construction projects.

Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

(Transportation Code Chapter 91)

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 1 RAIL PLAN/DESIGN/MANAGE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Internal factors and external factors, such as the age of the rail system, increased usage, weight of trains, private sector maintenance investments, and weather have the biggest impact on the condition of the rail system. Additional resources to accomplish this strategy would result in a decreased rate of deterioration of the system, decreased rehabilitation and reconstruction needs in the future, and increased capacity for freight and passenger train movements. A lack of resources would result in an increased rate of deterioration of the rail system. This would result in rail freight and passengers being diverted to the highway system, increasing congestion and highway maintenance costs. In addition, a lack of acceptable resources potentially has a negative effect rail safety.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 2 CONTRACT RAIL PLAN/DESIGN

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$1,858,765	\$1,218,130	\$19,252,319	\$4,772,000	\$3,208,000
4000	GRANTS	\$3,817,290	\$948,552	\$200,000	\$9,350,000	\$3,290,000
TOTAL, Object of Expense		\$5,676,055	\$2,166,682	\$19,452,319	\$14,122,000	\$6,498,000
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$341,834	\$563,898	\$755,923	\$200,000	\$200,000
20.205.000	Highway Planning and Construction	\$5,334,221	\$1,602,784	\$9,584,704	\$4,772,000	\$3,208,000
20.319.000	HSR/PR:High-Speed Rail &Passenger R	\$0	\$0	\$3,051,692	\$2,900,000	\$400,000
20.319.001	HSR/PR:Core Express DFW to Houston	\$0	\$0	\$6,060,000	\$6,250,000	\$2,690,000
TOTAL, Method of Financing		\$5,676,055	\$2,166,682	\$19,452,319	\$14,122,000	\$6,498,000

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the management and plan development necessary to provide the systematic preservation and expansion of the rail transportation system. It addresses professional services work accomplished through the use of private sector contracts. This strategy allows for preliminary design, construction and environmental engineering; architectural design; and surveying and mapping. These services are required to perform rail route and location studies, rail environmental impact studies, freight rail traffic, passenger rail ridership, and revenue studies for rail projects and facilities.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 2 CONTRACT RAIL PLAN/DESIGN

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Section 223.041 and Chapter 91)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Internal factors and external factors, such as the age of the rail system, increased usage, weight of trains, private sector maintenance investments, and weather have the biggest impact on the condition of the rail system. Additional resources to accomplish this strategy would result in a decreased rate of deterioration of the system, decreased rehabilitation and reconstruction needs in the future, and increased capacity for freight and passenger train movements. A lack of resources would result in an increased rate of deterioration of the rail system. This would result in rail freight and passengers being diverted to the highway system, increasing congestion and highway maintenance costs. In addition, a lack of acceptable resources potentially has a negative effect rail safety.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 4 RAIL CONSTRUCTION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
3001	CLIENT SERVICES	\$1,847,276	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
5000	CAPITAL EXPENDITURES	\$0	\$7,900,000	\$15,005,580	\$11,333,333	\$11,333,333
TOTAL, Object of Expense		\$1,847,276	\$10,400,000	\$17,505,580	\$13,833,333	\$13,833,333
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$1,847,276	\$8,900,000	\$2,500,000	\$2,500,000	\$2,500,000
0666	Appropriated Receipts	\$0	\$500,000	\$500,000	\$0	\$0
20.319.000	HSR/PR:High-Speed Rail &Passenger R	\$0	\$0	\$3,172,246	\$0	\$0
20.320.001	Rail Line: South Orient Rehab	\$0	\$1,000,000	\$0	\$0	\$0
20.933.001	TIGER: Tower 55 Improvement Project	\$0	\$0	\$11,333,334	\$11,333,333	\$11,333,333
TOTAL, Method of Financing		\$1,847,276	\$10,400,000	\$17,505,580	\$13,833,333	\$13,833,333

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports rail construction contracts to construct rail lines, rail bridges, and other rail infrastructure or facilities on the state and outside rail transportation systems. TxDOT contracts construction to private firms and the strategy represents actual construction work disbursements. Payments for work done in this strategy are progressive, meaning they are made as the work is completed.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 4 RAIL CONSTRUCTION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Chapter 91)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Internal factors and external factors, such as the age of the rail system, increased usage, weight of trains, private sector maintenance investments, and weather have the biggest impact on the condition of the rail system. Additional resources to accomplish this strategy would result in a decreased rate of deterioration of the system, decreased rehabilitation and reconstruction needs in the future, and increased capacity for freight and passenger train movements. A lack of resources would result in an increased rate of deterioration of the rail system. This would result in rail freight and passengers being diverted to the highway system, increasing congestion and highway maintenance costs. In addition, a lack of acceptable resources potentially has a negative effect rail safety.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 5 RAIL MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
5000	CAPITAL EXPENDITURES	\$0	\$0	\$953,549	\$0	\$0
TOTAL, Object of Expense		\$0	\$0	\$953,549	\$0	\$0
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$0	\$0	\$953,549	\$0	\$0
TOTAL, Method of Financing		\$0	\$0	\$953,549	\$0	\$0

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports maintenance and rehabilitation of state owned rail lines the and rail infrastructure with the utilization of private contractors. This goal works to ensure that the rail system is preserved in the most cost effective and efficient manner through a planned cycle of repair, reconstruction, and rehabilitation.

This agency is authorized to maintain and operate (subject to Transportation Code Section 91.005) rail facilities and systems within the state. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Connect Texas Communities, and Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Chapter 91)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

3.A. STRATEGY REQUEST
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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation
OBJECTIVE: 1 Enhance Rail Transportation
STRATEGY: 5 RAIL MAINTENANCE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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Internal factors and external factors, such as the age of the rail system, increased usage, weight of trains, private sector maintenance investments, and weather have the biggest impact on the condition of the rail system. Additional resources to accomplish this strategy would result in a decreased rate of deterioration of the system, decreased rehabilitation and reconstruction needs in the future, and increased capacity for freight and passenger train movements. A lack of resources would result in an increased rate of deterioration of the rail system. This would result in rail freight and passengers being diverted to the highway system, increasing congestion and highway maintenance costs. In addition, a lack of acceptable resources potentially has a negative effect rail safety.

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3.A. STRATEGY REQUEST
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Date: 7/23/2012

TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation
OBJECTIVE: 1 Enhance Rail Transportation
STRATEGY: 6 RAIL SAFETY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$966,211	\$977,320	\$1,002,207	\$1,006,216	\$1,009,488
1002	OTHER PERSONNEL COSTS	\$17,793	\$15,240	\$18,340	\$19,980	\$20,940
2003	CONSUMABLE SUPPLIES	\$3,910	\$4,500	\$5,000	\$5,000	\$5,000
2004	UTILITIES	\$7,692	\$8,273	\$8,000	\$8,000	\$8,000
2005	TRAVEL	\$53,276	\$56,838	\$57,506	\$51,447	\$57,448
2009	OTHER OPERATING EXPENSES	\$6,750	\$4,485	\$56,022	\$0	\$0
5000	CAPITAL EXPENDITURES	\$0	\$0	\$0	\$3,106	\$19,106
TOTAL, Object of Expense		\$1,055,632	\$1,066,656	\$1,147,075	\$1,093,749	\$1,119,982
Method of Financing						
0001	General Revenue Funds	\$1,055,632	\$1,066,656	\$1,147,075	\$1,093,749	\$1,119,982
TOTAL, Method of Financing		\$1,055,632	\$1,066,656	\$1,147,075	\$1,093,749	\$1,119,982
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	15.70	15.70	16.00	16.00	16.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		15.70	15.70	16.00	16.00	16.00

3.A. STRATEGY REQUEST
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TIME: 08:19:44

Agency code: 601 Agency name: Department of Transportation

GOAL: 5 Enhance Rail Transportation

OBJECTIVE: 1 Enhance Rail Transportation

STRATEGY: 6 RAIL SAFETY

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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STRATEGY DESCRIPTION AND JUSTIFICATION:

The Texas Rail Safety Program assists the Federal Railroad Administration (FRA) in its railroad safety enforcement effort by providing additional personnel to conduct investigative and surveillance inspections. The national railroad safety program is carried out through inspections, accident investigations, formal and informal educational efforts, complaint investigations, safety assessments, special inquiries, regulatory development and research. State and federal inspections determine the extent of compliance by railroads, shippers, and manufacturer's with railroad operating rules and applicable state and federal rules and regulations.

Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Connect Texas Communities, and Become a Best in Class State Agency.

(Transportation Code, Chapter 111)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Under TAC Title 43, Part 1, Chapter 7, Subchapter D, Part 7.41 Rail Safety Program Fee, railroads operating in Texas pay an annual fee to cover 100% of the state rail inspection program.

Internal factors and external factors, such as the age of the rail system, increased usage, weight of trains, private sector maintenance investments, and weather have the biggest impact on the condition of the rail system. Additional resources to accomplish this strategy would result in a decreased rate of deterioration of the system, decreased rehabilitation and reconstruction needs in the future, and increased capacity for freight and passenger train movements. A lack of resources would result in an increased rate of deterioration of the rail system. This would result in rail freight and passengers being diverted to the highway system, increasing congestion and highway maintenance costs. In addition, a lack of acceptable resources potentially has a negative effect rail safety.

3.A. STRATEGY REQUEST
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 1 CENTRAL ADMINISTRATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$23,728,776	\$27,449,735	\$33,686,693	\$33,828,710	\$33,966,141
1002	OTHER PERSONNEL COSTS	\$1,041,297	\$1,025,395	\$1,045,360	\$1,084,240	\$1,100,040
2001	PROFESSIONAL FEES AND SERVICES	\$7,248,678	\$5,939,320	\$5,527,212	\$5,303,490	\$5,296,625
2002	FUELS AND LUBRICANTS	\$135	\$80	\$350	\$350	\$350
2003	CONSUMABLE SUPPLIES	\$62,184	\$76,459	\$83,989	\$87,989	\$91,489
2004	UTILITIES	\$261,460	\$299,617	\$323,770	\$330,003	\$336,760
2005	TRAVEL	\$436,645	\$585,824	\$717,336	\$718,936	\$721,036
2006	RENT - BUILDING	\$741,026	\$767,409	\$669,843	\$687,747	\$695,112
2007	RENT - MACHINE AND OTHER	\$127,223	\$97,745	\$100,650	\$100,650	\$100,150
2009	OTHER OPERATING EXPENSES	\$8,198,081	\$7,397,323	\$8,565,288	\$9,968,091	\$10,065,668
5000	CAPITAL EXPENDITURES	\$10,973,085	\$37,354	\$131,776	\$144,776	\$213,941
TOTAL, Object of Expense		\$52,818,590	\$43,676,261	\$50,852,267	\$52,254,982	\$52,587,312
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$52,818,590	\$43,676,261	\$50,852,267	\$52,254,982	\$52,587,312
TOTAL, Method of Financing		\$52,818,590	\$43,676,261	\$50,852,267	\$52,254,982	\$52,587,312

3.A. STRATEGY REQUEST
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 1 CENTRAL ADMINISTRATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	386.20	435.60	531.00	531.00	531.00
9941	SUMMER HIRES	0.40	0.80	0.00	0.00	0.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		386.60	436.40	531.00	531.00	531.00

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3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 1 CENTRAL ADMINISTRATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy includes expenditure related to the Transportation Commission, TxDOT Administration and staff, finance, planning and policy development, government and public affairs, human resources and general counsel. Indirect administrative and support costs and FTEs are allocated proportionately among all strategies on the basis of FTEs. Therefore, the following percentage ranges apply to each strategy:

- 01-01-01 Plan/Design/Manage (39.870% - 39.630%)
- 01-01-04 Research (0.106% -0.112%)
- 02-01-04 Aviation (0.551% -0.589%)
- 03-01-04 Routine Maintenance (52.451%-58.831%)
- 03-01-05 Gulf Waterway (0.018% - 0.019%)
- 03-01-06 Ferry System (1.471% - 1.838%)
- 04-01-01 Public Transportation (0.344% - 0.457%)
- 04-02-01 Traffic Safety (0.787% - 0.886%)
- 04-03-01 Travel Information (0.908% - 0.979%)
- 05-01-01 Rail Plan/Design/Manage (0.144% - 0.168%)
- 05-01-06 Rail Safety (0.121% - 0.153%)

This method was selected because the employees of this agency benefit the most from the products or services funded by the indirect administrative and support strategies.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Address Congestion, Connect Texas Communities, and to Become a Best in Class State Agency.

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

This strategy provides internal support through legal counsel, accounting, human resources, public relations and information resources. These areas provide customer service to allow the region, district and division to complete their tasks.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 2 INFORMATION RESOURCES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$13,013,634	\$13,233,228	\$14,749,244	\$14,828,862	\$14,892,766
1002	OTHER PERSONNEL COSTS	\$487,659	\$410,000	\$491,820	\$495,500	\$499,940
2001	PROFESSIONAL FEES AND SERVICES	\$17,522,595	\$14,959,963	\$27,935,446	\$25,755,273	\$29,630,238
2003	CONSUMABLE SUPPLIES	\$9,964	\$16,936	\$18,213	\$18,213	\$18,213
2004	UTILITIES	\$1,819,131	\$604,594	\$836,735	\$1,480,696	\$1,246,063
2005	TRAVEL	\$26,730	\$46,925	\$171,094	\$171,207	\$171,207
2006	RENT - BUILDING	\$24,290	\$27,141	\$16,331	\$16,160	\$16,457
2007	RENT - MACHINE AND OTHER	\$34,499	\$31,924	\$37,665	\$37,665	\$37,665
2009	OTHER OPERATING EXPENSES	\$26,711,267	\$6,354,186	\$30,669,277	\$8,457,264	\$8,625,869
5000	CAPITAL EXPENDITURES	\$6,682,935	\$4,507,876	\$55,553,190	\$48,980,994	\$24,636,540
TOTAL, Object of Expense		\$66,332,704	\$40,192,773	\$130,479,015	\$100,241,834	\$79,774,958
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$66,332,704	\$40,192,773	\$130,479,015	\$100,241,834	\$79,774,958
TOTAL, Method of Financing		\$66,332,704	\$40,192,773	\$130,479,015	\$100,241,834	\$79,774,958

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 2 INFORMATION RESOURCES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	213.20	214.80	238.00	238.00	238.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		213.20	214.80	238.00	238.00	238.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

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3.A. STRATEGY REQUEST
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Date: 7/23/2012

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 2 INFORMATION RESOURCES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This strategy provides information technology support to TxDOT administrative and engineering business functions. Included in this strategy is the management and operation of computer, software and network resources; management of voice and data telecommunication systems; and the planning, implementation and maintenance of information resource systems.

Indirect administrative and support costs and FTEs are allocated proportionately among all strategies on the basis of FTEs. Therefore, the following percentage ranges apply to each strategy:

- 01-01-01 Plan/Design/Manage (39.9% - 39.6%)
- 01-01-04 Research (0.1% -0.1%)
- 02-01-04 Aviation (0.6% -0.6%)
- 03-01-04 Routine Maintenance (54.3%-54.8%)
- 03-01-05 Gulf Waterway (0.0% - 0.0%)
- 03-01-06 Ferry System (2.2% - 1.8%)
- 04-01-01 Public Transportation (0.4% - 0.4%)
- 04-02-01 Traffic Safety (0.7% - 0.8%)
- 04-03-01 Travel Information (1.5% - 1.4%)
- 05-01-05 Rail Safety (0.2% - 0.1%)

This method was selected because the employees of this agency benefit the most from the products or services funded by the indirect administrative and support strategies.

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Protecting the data and investment in TxDOT's IT systems and applications continues to be a critical issue, requiring constant monitoring by IT staff. An increase in collaborative efforts with other state agencies and government entities reduced redundant efforts and increased the sharing of computer data. However, these partnerships create challenges for secure data transmission. IT staff must continually research innovations to promote integrated business solutions within secure IT environments.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

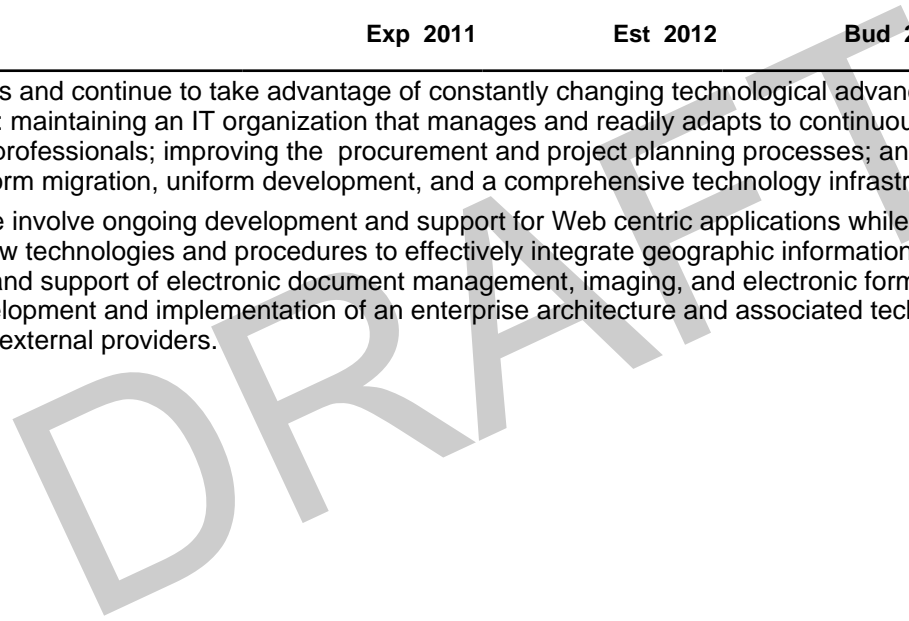
OBJECTIVE: 1 Indirect Administration

STRATEGY: 2 INFORMATION RESOURCES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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In order for TxDOT to complete projects and continue to take advantage of constantly changing technological advances, the following critical success factors must be an integral part of all activities: maintaining an IT organization that manages and readily adapts to continuous technological innovations and prevailing business trends; retaining qualified IT professionals; improving the procurement and project planning processes; and creating an enterprise computing environment that promotes cross platform migration, uniform development, and a comprehensive technology infrastructure.

Critical IT success factors for the future involve ongoing development and support for Web centric applications while focusing on transparency, accountability and accessibility; implementation of new technologies and procedures to effectively integrate geographic information systems (GIS) with business processes and applications; ongoing implementation and support of electronic document management, imaging, and electronic forms technologies; continued development of enterprise systems management; development and implementation of an enterprise architecture and associated technical and governance infrastructures; and most importantly, reliable service from external providers.



3.A. STRATEGY REQUEST
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Date: 7/23/2012

TIME: 08:19:45

Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 3 OTHER SUPPORT SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$13,321,396	\$13,352,810	\$14,604,002	\$14,654,860	\$14,705,618
1002	OTHER PERSONNEL COSTS	\$584,321	\$565,623	\$578,440	\$783,840	\$784,880
2001	PROFESSIONAL FEES AND SERVICES	\$833,233	\$673,064	\$640,676	\$539,630	\$539,630
2002	FUELS AND LUBRICANTS	\$379,490	\$401,457	\$400,000	\$400,000	\$400,000
2003	CONSUMABLE SUPPLIES	\$3,444,522	\$3,564,467	\$3,295,045	\$3,795,045	\$3,795,045
2004	UTILITIES	\$822,546	\$866,395	\$875,140	\$878,925	\$890,888
2005	TRAVEL	\$69,769	\$62,374	\$100,949	\$102,038	\$104,601
2006	RENT - BUILDING	\$1,120,889	\$1,328,256	\$1,200,742	\$1,286,896	\$1,312,967
2007	RENT - MACHINE AND OTHER	\$960,928	\$963,898	\$975,746	\$1,025,546	\$1,050,096
2009	OTHER OPERATING EXPENSES	\$9,861,130	\$9,342,909	\$9,942,914	\$10,703,201	\$10,857,406
5000	CAPITAL EXPENDITURES	\$768,222	\$1,075,185	\$4,426,749	\$4,727,975	\$3,539,159
TOTAL, Object of Expense		\$32,166,446	\$32,196,438	\$37,040,403	\$38,897,956	\$37,980,290
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$32,166,446	\$32,196,438	\$37,040,403	\$38,897,956	\$37,980,290
TOTAL, Method of Financing		\$32,166,446	\$32,196,438	\$37,040,403	\$38,897,956	\$37,980,290

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 3 OTHER SUPPORT SERVICES

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	300.30	292.00	305.00	305.00	305.00
9941	SUMMER HIRES	0.40	0.50	0.00	0.00	0.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		300.70	292.50	305.00	305.00	305.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy provides support services to the divisions and offices, such as internal mail services, and shuttle car/vehicle maintenance services. In addition, this strategy administers statewide programs for the districts, regions, divisions, and offices, including purchasing, contract services, warehousing, property management, online document services, records management, printing and reprographic services.

Indirect administrative and support costs and FTEs are allocated proportionately among all strategies on the basis of FTEs. Therefore, the following percentage ranges apply to each strategy.

- 01-01-01 Plan/Design/Manage (40.866% - 41.857%)
- 01-01-03 Research (0.129% - 0.135%)
- 02-01-02 Aviation Services (0.505% - 0.526%)
- 03-01-02 Routine Maintenance (49.803% - 51.022%)
- 03-01-03 Gulf Waterway (0.015% - 0.016%)
- 03-01-04 Ferry System (1.213% - 1.562%)
- 03-01-02 Routine Maintenance (49.803% - 51.022%)
- 04-01-01 Public Transportation (0.241% - 0.278%)
- 04-01-03
- 04-02-01 Traffic Safety (0.252% - 0.271%)
- 04-03-01 Travel Information (0.815% - 0.858%)

This method was selected because the employees of this agency benefit the most from the products or services funded by the indirect administrative and support strategies.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 3 OTHER SUPPORT SERVICES

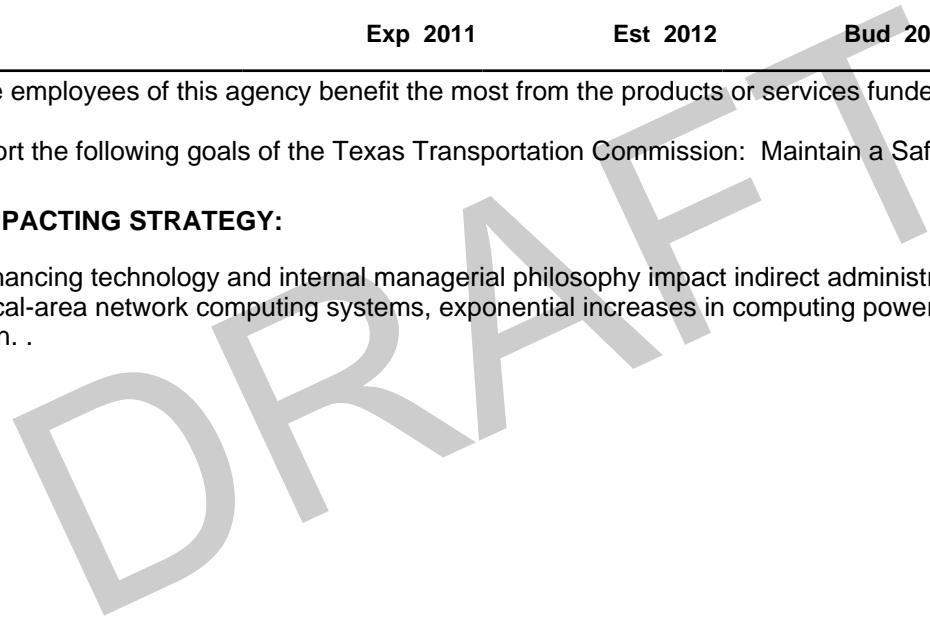
CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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This method was selected because the employees of this agency benefit the most from the products or services funded by the indirect administrative and support strategies.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Maintain a Safe System, Address Congestion, and to Become a Best in Class State Agency.

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Both external trends in productivity-enhancing technology and internal managerial philosophy impact indirect administrative and support costs. Relevant technological developments include local-area network computing systems, exponential increases in computing power, ever-improving communications (such as video conferencing), and Web evolution. .



3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 4 REGIONAL ADMINISTRATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
1001	SALARIES AND WAGES	\$35,814,350	\$30,601,530	\$28,505,320	\$28,649,700	\$28,796,234
1002	OTHER PERSONNEL COSTS	\$1,683,722	\$1,457,082	\$1,444,640	\$1,510,700	\$1,560,780
2001	PROFESSIONAL FEES AND SERVICES	\$158,472	\$157,703	\$180,065	\$180,451	\$180,451
2002	FUELS AND LUBRICANTS	\$1,092	\$1,407	\$1,500	\$1,500	\$1,500
2003	CONSUMABLE SUPPLIES	\$1,041,320	\$1,118,505	\$1,296,670	\$1,297,270	\$1,290,096
2004	UTILITIES	\$3,318,029	\$2,950,979	\$3,089,880	\$3,093,431	\$3,095,762
2005	TRAVEL	\$507,221	\$547,855	\$482,813	\$480,261	\$497,759
2006	RENT - BUILDING	\$15,304	\$8,697	\$19,172	\$19,172	\$19,172
2007	RENT - MACHINE AND OTHER	\$484,890	\$505,003	\$500,000	\$500,000	\$500,000
2009	OTHER OPERATING EXPENSES	\$9,129,653	\$6,580,167	\$5,023,663	\$5,112,645	\$5,012,534
5000	CAPITAL EXPENDITURES	\$834,409	\$922,051	\$939,633	\$8,300,933	\$7,478,785
TOTAL, Object of Expense		\$52,988,462	\$44,850,979	\$41,483,356	\$49,146,063	\$48,433,073
Method of Financing						
0006	State Highway Fund No. 006, estimated	\$52,988,462	\$44,850,979	\$41,483,356	\$49,146,063	\$48,433,073
TOTAL, Method of Financing		\$52,988,462	\$44,850,979	\$41,483,356	\$49,146,063	\$48,433,073

3.A. STRATEGY REQUEST
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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 4 REGIONAL ADMINISTRATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
FULL TIME EQUIVALENT POSITIONS						
9940	REGULAR FTES	637.00	557.50	515.00	515.00	515.00
9941	SUMMER HIRES	2.50	0.70	0.00	0.00	0.00
TOTAL, FULL TIME EQUIVALENT POSITIONS		639.50	558.20	515.00	515.00	515.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy reflects the indirect administrative costs associated with the Agency programs in the districts and regions.

Indirect administrative expenditures, support costs, and staff costs are allocated proportionately among all strategies on the basis of full-time employee (FTE) counts. The following percentage ranges apply to each strategy:

- 01-01-01 Plan/Design/Manage (39.870% - 39.630%)
- 01-01-04 Research (0.106% -0.112%)
- 02-01-04 Aviation (0.551% -0.589%)
- 03-01-04 Routine Maintenance (52.451%-58.831%)
- 03-01-05 Gulf Waterway (0.018% - 0.019%)
- 03-01-06 Ferry System (1.471% - 1.838%)
- 04-01-01 Public Transportation (0.344% - 0.457%)
- 04-02-01 Traffic Safety (0.787% - 0.886%)
- 04-03-01 Travel Information (0.908% - 0.979%)
- 05-01-01 Rail Plan/Design/Manage (0.144% - 0.168%)
- 05-01-06 Rail Safety (0.121% - 0.153%)

The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 6 Indirect Administration

OBJECTIVE: 1 Indirect Administration

STRATEGY: 4 REGIONAL ADMINISTRATION

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

This strategy provides internal support through purchasing, accounting, human resources and information resources. These areas provide customer service to allow the districts to focus on their tasks.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 1 GENERAL OBLIGATION BONDS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$541,888	\$500,000	\$700,000	\$700,000	\$700,000
2008	DEBT SERVICE	\$21,939,464	\$63,556,743	\$128,055,093	\$192,548,843	\$257,044,493
2009	OTHER OPERATING EXPENSES	\$22,434	\$19,000	\$28,500	\$28,500	\$28,500
TOTAL, Object of Expense		\$22,503,786	\$64,075,743	\$128,783,593	\$193,277,343	\$257,772,993
Method of Financing						
0001	General Revenue Funds	\$16,162,567	\$51,532,673	\$116,240,523	\$180,734,273	\$245,229,923
21.000.002	Debt Service Subsidy for BAB	\$6,341,219	\$12,543,070	\$12,543,070	\$12,543,070	\$12,543,070
TOTAL, Method of Financing		\$22,503,786	\$64,075,743	\$128,783,593	\$193,277,343	\$257,772,993

STRATEGY DESCRIPTION AND JUSTIFICATION:

In 2007, the voters of the State of Texas approved an amendment to the Texas Constitution authorizing the Texas Transportation Commission to issue general obligation bonds for highway improvement projects. The Highway Improvement General Obligation (HIGO) Bonds (also referred to as "Proposition 12 bonds") authorized by Article III, Section 49-p of the Texas Constitution and Transportation Code 222.004 are secured solely by the general revenue of the State of Texas. Highway Improvement GO bonds may have a maximum maturity of 30 years and up to \$5 billion aggregate principal amount may be issued pursuant to current authority.

Strategy 7.1.1 provides for debt service for the repayment of the Proposition 12 bonds payable from the general revenue of the State.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 1 GENERAL OBLIGATION BONDS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Cost effective solutions to transportation problems involve numerous state and federal requirements, procedures and processes before construction starts. This strategy involves scheduling construction with contractors which widens the functional responsibility of TxDOT with MPOs and other entities under state and federal legislation. It then becomes difficult to maintain consistent work levels necessary to implement the development of an economically maintained transportation system. TxDOT cooperates with construction industry partners as well as provides timely project solutions to the state's urban and rural communities.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 2 STATE HIGHWAY FUND BONDS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$183,529	\$143,971	\$700,000	\$700,000	\$700,000
2008	DEBT SERVICE	\$288,185,043	\$314,700,600	\$433,716,833	\$433,716,833	\$433,716,833
2009	OTHER OPERATING EXPENSES	\$0	\$0	\$19,000	\$19,000	\$19,000
TOTAL, Object of Expense		\$288,368,572	\$314,844,571	\$434,435,833	\$434,435,833	\$434,435,833
Method of Financing						
21.000.002	Debt Service Subsidy for BAB	\$17,719,092	\$27,029,124	\$27,029,124	\$27,029,124	\$27,024,124
8107	State Highway Fund - Debt Service	\$270,649,480	\$287,815,447	\$407,406,709	\$407,406,709	\$407,411,709
TOTAL, Method of Financing		\$288,368,572	\$314,844,571	\$434,435,833	\$434,435,833	\$434,435,833

STRATEGY DESCRIPTION AND JUSTIFICATION:

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GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 2 STATE HIGHWAY FUND BONDS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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In 2003, the voters of the State of Texas approved an amendment to the Texas Constitution authorizing the Texas Transportation Commission to issue bonds and other public securities to fund highway improvement projects. State Highway Fund Revenue Bonds authorized by Article III, Section 49-n of the Texas Constitution and Section 222.003, Texas Transportation Code are secured by a pledge of and are payable from revenues deposited to the State Highway Fund. Under current statutory authority, proceeds may be used for state highway improvement projects; however \$1.2 billion must be used for safety projects. State Highway Fund Revenue Bonds may have a maximum maturity of 20 years and up to \$6 billion aggregate principal amount may be issued pursuant to current statutory authority.

Strategy 7.1.2. provides debt service for the repayment of the State Highway Fund bonds payable from certain revenues deposited to the credit of the State Highway Fund including state motor fuels tax, tax on motor lubricants, and motor vehicle registration fees.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors impacting debt service requirements include interest rate fluctuations on variable rate debt, changes to the credit ratings of counterparties and liquidity providers, general market volatility, tax law changes, and factors impacting project progression which affects the rate at which bond proceeds are spent and replenished. Also, the continuation of the Build America Bond (BAB) program and related federal subsidy interest payments is a critical component of debt service on any State Highway Fund debt issued under the BAB program. In addition, the health of the general state economy is an indicator of the business and personal consumption of motor fuel, from which State Highway Fund gasoline tax revenues originate.

Internal factors impacting debt service requirements include changes to the credit ratings of the financing program, and refunding and hedging opportunities. Additionally, the internal administration of the BAB federal subsidy payment process would be a key element to the successful operation of the debt program for bonds issued as BABs.

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GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 3 TEXAS MOBILITY FUND BONDS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$426,805	\$671,300	\$700,000	\$700,000	\$700,000
2008	DEBT SERVICE	\$326,572,266	\$343,567,001	\$354,998,343	\$362,417,176	\$371,875,793
2009	OTHER OPERATING EXPENSES	\$0	\$14,500	\$19,000	\$19,000	\$19,000
TOTAL, Object of Expense		\$326,999,071	\$344,252,801	\$355,717,343	\$363,136,176	\$372,594,793
Method of Financing						
21.000.002	Debt Service Subsidy for BAB	\$23,303,934	\$23,303,934	\$23,303,934	\$23,303,934	\$23,303,934
8108	Texas Mobility Fund - Debt Service	\$303,695,137	\$320,948,867	\$332,413,409	\$339,832,242	\$349,290,859
TOTAL, Method of Financing		\$326,999,071	\$344,252,801	\$355,717,343	\$363,136,176	\$372,594,793

STRATEGY DESCRIPTION AND JUSTIFICATION:

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GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 3 TEXAS MOBILITY FUND BONDS

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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In 2001, with voter approval the Texas Legislature established the Texas Mobility Fund (TMF) to provide a method of financing for the construction, reconstruction, acquisition, and expansion of State highways, and to provide public participation in publicly owned toll roads and other public transportation projects. The Texas Mobility Fund bonds, authorized by Article III, Section 49-k of the Texas Constitution and Subchapter M of Chapter 201, Texas Transportation Code, are secured by revenues deposited into the TMF and, at the option of the Texas Transportation Commission, the full faith and credit of the State of Texas. TMF bonds may have a maturity of no longer than 30 years and bonding capacity is constrained by statutory debt service coverage requirements as certified by the Comptroller.

Strategy 7.1.3. provides debt service for the repayment of the Mobility Fund bonds payable from dedicated revenues of the Fund including motor vehicle inspection fees, driver record information fees, driver license fees, certificate of title fees, and miscellaneous other revenues.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors impacting debt service requirements include interest rate fluctuations on variable rate debt, changes to the credit ratings of counterparties and liquidity providers, general market volatility, tax law changes, and factors impacting project progression which affects the rate at which bond proceeds are spent and replenished. Also, the continuation of the Build America Bond (BAB) program and related federal subsidy interest payments is a critical component of debt service on any TMF debt issued under the BAB program. Lastly, the vibrancy of the dedicated revenues deposited into the TMF is somewhat correlated to general economic activity of the state.

Internal factors impacting debt service requirements include changes to the credit ratings of the financing program, changes to the ComptrollerÆs certified revenue estimate, and refunding and hedging opportunities. Also, the collection of the dedicated revenues deposited to the Mobility Fund is performed by either the Department of Public Safety or counties across the state. The correct deposit of dedicated revenues into the appropriate account is essential. Additionally, the internal administration of the BAB federal subsidy payment process would be a key element to the successful operation of the debt program for bonds issued as BABs.

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GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 4 OTHER DEBT SERVICE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$5,356,764	\$5,171,832	\$5,171,832	\$5,000,000	\$5,000,000
2008	DEBT SERVICE	\$65,000,000	\$0	\$0	\$400,666,667	\$0
2009	OTHER OPERATING EXPENSES	\$54,495	\$0	\$0	\$0	\$0
TOTAL, Object of Expense		\$70,411,259	\$5,171,832	\$5,171,832	\$405,666,667	\$5,000,000
Method of Financing						
8107	State Highway Fund - Debt Service	\$70,411,259	\$5,171,832	\$5,171,832	\$405,666,667	\$5,000,000
TOTAL, Method of Financing		\$70,411,259	\$5,171,832	\$5,171,832	\$405,666,667	\$5,000,000

STRATEGY DESCRIPTION AND JUSTIFICATION:

Other Debt Service including Short-Term Obligations: As authorized by Article III, Section 49-m of the Texas Constitution and Section 201.115, Texas Transportation Code the Commission and the Department may issue notes or borrow money from any source to carry out the functions of the Department. Such obligations are payable only from funds appropriated by the State legislature, including State Highway Funds if appropriated for that purpose, and must mature within two years of issuance. The amount of a loan may not exceed an amount which is two times the average monthly revenue deposited to the State Highway Fund for the twelve months preceding the month of the loan.

Strategy 7.1.4. provides debt service for short-term obligations including commercial paper notes.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: To Maintain a Safe Transportation System, Address Congestion, Connect Texas Communities and Become a Best in Class State Agency.

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

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GOAL: 7 Debt Service Payments

OBJECTIVE: 1 Debt Service Payments

STRATEGY: 4 OTHER DEBT SERVICE

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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External factors impacting debt service requirements include interest rate fluctuations on commercial paper notes, changes to the credit ratings of counterparties and liquidity providers, general market volatility, and tax law changes.

Internal factors impacting debt service requirements include changes to the credit ratings of the financing program and the uncertainty of cash flows.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 1 PLAN/DESIGN/MANAGE - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
5000	CAPITAL EXPENDITURES	\$2,361,179	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
TOTAL, Object of Expense		\$2,361,179	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Method of Financing						
8116	Highway Fund 6-Toll Revenue	\$2,361,179	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
TOTAL, Method of Financing		\$2,361,179	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the management and plan development necessary to provide the systematic preservation and expansion of the transportation system by using regional toll revenue and concession fees. It also supports the associated governmental involvement between various modes of travel, and costs related to Metropolitan Planning Organizations (MPOs) and other political subdivisions to conduct transportation planning and to coordinate the development of a multimodal transportation plan. This strategy also supports route and location studies, environmental impact studies, traffic and revenue studies, as well as, design, construct, operate, maintain, and expand projects.

This strategy includes road inventory surveys, traffic volume counts, coding and mapping, and design and inspection of, a well as testing of materials for, construction project.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Address Congestion, Connect Texas Communities, Maintain a Safe System, and to Become a Best in Class State Agency.

(Transportation Code Sections 201.102, 103, 201.107, 203.002, 203.021, 227.041, and 361.132)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

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GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 1 PLAN/DESIGN/MANAGE - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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Cost effective solutions to transportation problems involve numerous state and federal requirements, procedures and processes before construction starts. This strategy involves scheduling construction with contractors which widens the functional responsibility of TxDOT with MPOs and other entities under state and federal legislation. It then becomes difficult to maintain consistent work levels necessary to implement the development of an economically maintained transportation system. TxDOT cooperates with construction industry partners as well as provides timely project solutions to the state's urban and rural communities.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 2 CONTRACTED PLAN/DESIGN - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
2001	PROFESSIONAL FEES AND SERVICES	\$8,703,627	\$26,000,000	\$19,080,000	\$9,940,000	\$8,160,000
TOTAL, Object of Expense		\$8,703,627	\$26,000,000	\$19,080,000	\$9,940,000	\$8,160,000
Method of Financing						
8116	Highway Fund 6-Toll Revenue	\$8,703,627	\$26,000,000	\$19,080,000	\$9,940,000	\$8,160,000
TOTAL, Method of Financing		\$8,703,627	\$26,000,000	\$19,080,000	\$9,940,000	\$8,160,000

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports professional service work accomplished through the use of outside sector contracts by utilizing regional toll revenue and concession fees. It provides funding for preliminary project design, construction and environmental engineering, architectural design, and surveying and mapping. Also incorporated in this strategy are route and location studies, environmental impact studies, traffic and revenue studies, speed zone studies and feasibility studies. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Address Congestion, Connect Texas Communities, Maintain a Safe System, and Become a Best in Class State Agency. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium. (Transportation Code, Section 223.041 and 223.201D)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Cost effective solutions to transportation problems involve numerous state and federal requirements, procedures and processes before construction starts. This strategy involves procuring services of outside sector consultants which increases the functional responsibility of TxDOT. TxDOT cooperates with outside sector partners to provide timely transportation solutions to the state's urban and rural communities.

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GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 3 RIGHT-OF-WAY - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
5000	CAPITAL EXPENDITURES	\$81,441,100	\$81,514,825	\$221,598,738	\$57,800,000	\$6,780,000
TOTAL, Object of Expense		\$81,441,100	\$81,514,825	\$221,598,738	\$57,800,000	\$6,780,000
Method of Financing						
8116	Highway Fund 6-Toll Revenue	\$81,441,100	\$81,514,825	\$221,598,738	\$57,800,000	\$6,780,000
TOTAL, Method of Financing		\$81,441,100	\$81,514,825	\$221,598,738	\$57,800,000	\$6,780,000

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy is to acquire right-of-way through purchase or condemnation for transportation by using regional toll revenue. The strategy also includes the eligible costs of adjusting utility facilities directly impacted by transportation construction projects and the payments and expenses incurred under the relocation assistance program for displaced residents and businesses. Cities and counties are authorized to acquire right-of-way in the state's name and are eligible to be reimbursed not less than 90% of their acquisition costs. This strategy also includes all contracted cost directly related to the acquisition of right-of-way. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Reduce Congestion, Enhance Safety, Expand Economic Opportunity, Improve Air Quality and Preserve the Value of Transportation Assets. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

(Transportation Code, Sections 91.091, 203.002, 203.051, et. seq., 224.005, 224.008, and 227.041.)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

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GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 3 RIGHT-OF-WAY - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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The cost of purchasing needed right-of-way is directly related to the location of the proposed transportation projects. Properties with commercial or industrial highest and best use, improved with buildings and other improvements are generally the more expensive properties to acquire. Owners are entitled to receive just compensation; however, when owners reject the agency's offer for negotiated purchase, and eminent domain proceedings are necessary, the amount paid for right-of-way may be significantly increased because of awards made by special commissioners and juries. Relocation assistance benefits must be paid to the owners and occupants of property that are displaced by the highway project. In most situations the cost of acquiring or relocating utilities located on the new right-of-way must be paid to the owners of the utilities. Court rulings can increase the cost of right-of-way by making additional damages to remainder properties compensable. Standard operating procedures and automated systems have been implemented, increasing the efficiency of right-of-way acquisition operations. Emphasis is given to settlement of condemnation cases to expedite possession and minimize increased costs. Donation of right-of-way by landowners is encouraged to realize reductions to right-of-way costs.

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GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 4 CONSTRUCTION CONTRACTS - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
5000	CAPITAL EXPENDITURES	\$201,672,182	\$420,061,600	\$525,956,630	\$324,525,267	\$392,166,635
TOTAL, Object of Expense		\$201,672,182	\$420,061,600	\$525,956,630	\$324,525,267	\$392,166,635
Method of Financing						
8116	Highway Fund 6-Toll Revenue	\$195,644,235	\$420,000,000	\$519,956,630	\$318,525,267	\$386,166,635
8117	Highway Fund 6-Concession Fees	\$6,027,947	\$61,600	\$6,000,000	\$6,000,000	\$6,000,000
TOTAL, Method of Financing		\$201,672,182	\$420,061,600	\$525,956,630	\$324,525,267	\$392,166,635

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy pays for construction contracts for roads, bridges, and other transportation facilities construction on the state transportation system using regional toll revenues and concession fees. TxDOT contracts with outside firms for construction, and the strategy represents actual construction work disbursements. Payments for work done in this strategy are progressive, meaning they are processed/made as the work is completed and can continue for many years after the project began. This strategy has no direct personnel costs. Strategy expenditures support the Texas Transportation Commission goals to: Maintain a Safe System, Address Congestion, Connect Texas Communities, and Become a Best in Class State Agency.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first to the second year of the biennium. This U.B. authority is requested to continue in the next biennium. (Transportation Code, Sections 201.002, 201.102, 201.103, 201.107, 203.002, 203.003, 227.021, 203.021, 471.003, and 471.004)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

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GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 4 CONSTRUCTION CONTRACTS - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
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Efficient cooperative communication between the state and outside sector must exist to cost effectively implement this strategy. Communications are continually reviewed to enhance delivery of construction projects at the lowest reasonable costs. External factors impacting this strategy include federal legislation, ability to obtain the necessary rights-of-way, utility adjustments, weather conditions, environmental issues, plan development timing/funding activities, and public hearings.

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Agency code: 601 Agency name: Department of Transportation

GOAL: 8 Develop Toll Subaccount Projects

OBJECTIVE: 1 Deliver Toll Subaccount Projects

STRATEGY: 5 MAINTENANCE CONTRACTS - SUBACCOUNT

CODE	DESCRIPTION	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
Object of Expense						
5000	CAPITAL EXPENDITURES	\$24,000,011	\$0	\$0	\$0	\$0
TOTAL, Object of Expense		\$24,000,011	\$0	\$0	\$0	\$0
Method of Financing						
8116	Highway Fund 6-Toll Revenue	\$24,000,011	\$0	\$0	\$0	\$0
TOTAL, Method of Financing		\$24,000,011	\$0	\$0	\$0	\$0

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports preventive maintenance and rehabilitation of transportation system by using regional toll revenue. The Texas Transportation Commission has established preservation of the highway system as a major priority to ensure that the highway system is preserved in the most cost effective and efficient manner through a planned cycle of repair, reconstruction, and rehabilitation. Work such as major rehabilitation of lanes, adding shoulders to existing lanes, overlays and any other activity that extends the useful life of the pavement is included in this strategy. Expenditures in the Existing Maintenance Contracts appropriation support the following goals of the Texas Transportation Commission: Maintain a Safe System, Connect Texas Communities, Reduce Congestion, and Become a Best in Class State Agency.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. This U.B. authority is requested to continue in the next biennium.

(Transportation Code, Sections 201.103, 203.002, 227.021, and 361.032)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather, have the biggest impact on the condition of the system. The increased usage of the Texas transportation system by the energy sector has greatly increased the need for additional resources in this strategy. A lack of resources would result in an increased rate of deterioration of the system and increased rehabilitation and reconstruction needs in the future.

3.A. STRATEGY REQUEST
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:19:45

Agency code: 601

Agency name: Department of Transportation

SUMMARY TOTALS

OBJECT OF EXPENSE	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694
METHOD OF FINANCING	\$7,502,873,484	\$8,112,032,975	\$10,396,020,533	\$10,538,880,893	\$9,114,650,694
FULL TIME EQUIVALENT POSITIONS	11,865.3	11,779.5	12,293.0	12,293.0	12,293.0

DRAFT

3.B. Rider Revisions and Additions Request

Agency Code: 601	Agency Name: Texas Department of Transportation	Prepared By: James M. Bass	Date: August 30, 2012	Request Level:
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Current Rider Number	Page Number in 2012-13 GAA	Proposed Rider Language																																																																																					
1	VII 24-25	<p>Performance Measure Targets. The following is a listing of the key performance target levels for the Department of Transportation. It is the intent of the Legislature that appropriations made by this Act be utilized in the most efficient and effective manner possible to achieve the intended mission of the Department of Transportation. In order to achieve the objectives and service standards established by this Act, the Department of Transportation shall make every effort to attain the following designated key performance target levels associated with each item of appropriation.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 10%; text-align: center;"><u>2014</u></th> <th style="width: 10%;"></th> <th style="width: 10%; text-align: center;"><u>2015</u></th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td colspan="5">A. Goal: PROVIDE TRANSPORTATION PLANNING</td> </tr> <tr> <td colspan="5">Outcome (Results/Impact):</td> </tr> <tr> <td>Percent of Design Projects Delivered on Time</td> <td style="text-align: center;">91%</td> <td style="text-align: center;"><u>71%</u></td> <td style="text-align: center;">92%</td> <td style="text-align: center;"><u>71%</u></td> </tr> <tr> <td>Percent of Design Projects Delivered on Budget</td> <td style="text-align: center;">36%</td> <td style="text-align: center;"><u>48%</u></td> <td style="text-align: center;">37%</td> <td style="text-align: center;"><u>48%</u></td> </tr> <tr> <td colspan="5">A.1.1. Strategy: PLAN/DESIGN/MANAGE</td> </tr> <tr> <td colspan="5">Output (Volume):</td> </tr> <tr> <td>Number of Construction Project Preliminary Engineering Plans Completed</td> <td style="text-align: center;">550</td> <td style="text-align: center;"><u>750</u></td> <td style="text-align: center;">550</td> <td style="text-align: center;"><u>680</u></td> </tr> <tr> <td>Dollar Volume of Construction Contracts Awarded in Fiscal Year (Millions)</td> <td style="text-align: center;">2,280</td> <td style="text-align: center;"><u>2,400</u></td> <td style="text-align: center;">3,110</td> <td style="text-align: center;"><u>2,000</u></td> </tr> <tr> <td>Number of Projects Awarded</td> <td style="text-align: center;">640</td> <td style="text-align: center;"><u>600</u></td> <td style="text-align: center;">600</td> <td style="text-align: center;"><u>500</u></td> </tr> <tr> <td colspan="5">B. Goal: IMPLEMENT TRANSPORTATION IMPROVEMENTS</td> </tr> <tr> <td colspan="5">Outcome (Results/Impact):</td> </tr> <tr> <td>Percent of Construction Projects Completed on Budget</td> <td style="text-align: center;">91%</td> <td style="text-align: center;"><u>95%</u></td> <td style="text-align: center;"><u>95%</u></td> <td></td> </tr> <tr> <td>Percent of Two-lane Highways with Improved Shoulders</td> <td style="text-align: center;">58.2%</td> <td style="text-align: center;"><u>61.2%</u></td> <td style="text-align: center;">58.7%</td> <td style="text-align: center;"><u>61.7%</u></td> </tr> <tr> <td>Percent of Railroad Crossings with Signalization</td> <td style="text-align: center;">60%</td> <td></td> <td style="text-align: center;">60.8%</td> <td></td> </tr> <tr> <td>Percent of Construction Projects Completed on Time</td> <td style="text-align: center;">70%</td> <td style="text-align: center;"><u>75%</u></td> <td style="text-align: center;">70%</td> <td style="text-align: center;"><u>75%</u></td> </tr> <tr> <td>Percent of General Aviation Pavement in Good or Excellent Condition</td> <td style="text-align: center;">75.5%</td> <td style="text-align: center;"><u>78.4%</u></td> <td style="text-align: center;">76%</td> <td style="text-align: center;"><u>78.4%</u></td> </tr> </tbody> </table>		<u>2014</u>		<u>2015</u>		A. Goal: PROVIDE TRANSPORTATION PLANNING					Outcome (Results/Impact):					Percent of Design Projects Delivered on Time	91%	<u>71%</u>	92%	<u>71%</u>	Percent of Design Projects Delivered on Budget	36%	<u>48%</u>	37%	<u>48%</u>	A.1.1. Strategy: PLAN/DESIGN/MANAGE					Output (Volume):					Number of Construction Project Preliminary Engineering Plans Completed	550	<u>750</u>	550	<u>680</u>	Dollar Volume of Construction Contracts Awarded in Fiscal Year (Millions)	2,280	<u>2,400</u>	3,110	<u>2,000</u>	Number of Projects Awarded	640	<u>600</u>	600	<u>500</u>	B. Goal: IMPLEMENT TRANSPORTATION IMPROVEMENTS					Outcome (Results/Impact):					Percent of Construction Projects Completed on Budget	91%	<u>95%</u>	<u>95%</u>		Percent of Two-lane Highways with Improved Shoulders	58.2%	<u>61.2%</u>	58.7%	<u>61.7%</u>	Percent of Railroad Crossings with Signalization	60%		60.8%		Percent of Construction Projects Completed on Time	70%	<u>75%</u>	70%	<u>75%</u>	Percent of General Aviation Pavement in Good or Excellent Condition	75.5%	<u>78.4%</u>	76%	<u>78.4%</u>
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3.B. Rider Revisions and Additions Request (continued)

	<p>B.1.4. Strategy: AVIATION SERVICES Output (Volume):</p> <p>Number of Grants Approved for Airports Selected for Financial assistance <u>90</u> <u>90</u></p> <p>C. Goal: PRESERVE THE TRANSPORTATION SYSTEM Outcome (Results/Impact):</p> <p>Percent of Bridges Rated in Good Condition or Higher 81.8% <u>82.4%</u> 82.5% <u>83%</u></p> <p>Statewide Maintenance Assessment Program Condition Score 77 <u>76.5</u> 76 <u>76.5</u></p> <p>Statewide Traffic Assessment Program Condition Score 86.8 <u>88</u> 86.9 <u>88.1</u></p> <p>C.1.2. Strategy: NEW MAINTENANCE CONTRACTS</p> <p>Number of Lane Miles Contracted for Resurfacing 45,720 <u>13,772</u> 43,749 <u>15,494</u></p> <p>C.1.4. Strategy: ROUTINE MAINTENANCE OPERATIONS</p> <p>Number of Highway Lane Miles Resurfaced by State Forces 7,548 <u>8,003</u> 7,756 <u>7,677</u></p> <p>D. Goal: OPTIMIZE SERVICES AND SYSTEMS Outcome (Results/Impact):</p> <p>Percent Change in the Number of Small Urban and Rural Transit Trips 4.5% <u>1.0%</u> 1.0% <u>1.0%</u></p> <p>Number of Fatalities Per 100,000,000 Miles Traveled <u>1.26</u> <u>1.25</u></p> <p>E. Goal: ENHANCE RAIL TRANSPORTATION</p> <p>E.1.6. Strategy: RAIL SAFETY Output (Volume):</p> <p>Number of Federal Railroad Admin. (FRA) Units Inspected 415,360 <u>120,000</u> 418,820 <u>120,000</u></p>
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3.B. Rider Revisions and Additions Request (continued)

2	VII 25-26	<p>2. Capital Budget. Notwithstanding the capital budget provisions in the General Provisions of this act, none of the funds appropriated above may be expended for capital budget items except as listed below. The amounts shown below shall be expended only for the purposes shown and are not available for expenditure for other purposes. No additional funds may be transferred to the capital budget items listed below without first obtaining written approval from the Legislative Budget Board and the Governor. Amounts appropriated above and identified in this provision as appropriations either for "Lease Payments to the Master Lease Purchase program" or for items with an "(MLPP)" notation shall be expended only for the purpose of making lease-purchase payments to the Texas Public Finance Authority pursuant to the provisions of Government Code, 1232.103. Capital budgeted funds listed below under "Acquisition of Information Resource Technologies", "Transportation Items", and "Acquisition of Capital Equipment and Items" may be used for lease payments versus purchasing, if determined by agency management to be in the best interest of the State of Texas.</p> <p>The Department of Transportation shall submit to the Legislative Budget Board, in the format prescribed by the Legislative Budget Board, an annual report of expenditures made under this authority no later than 10 days after September 1 of each year.</p> <table border="1"> <thead> <tr> <th></th> <th><u>2012</u></th> <th><u>2014</u></th> <th><u>2013</u></th> <th><u>2015</u></th> </tr> </thead> <tbody> <tr> <td>a. Acquisition of Land and Other Real Property</td> <td>\$900,000</td> <td>TBD</td> <td>\$650,000</td> <td>TBD</td> </tr> <tr> <td>b. Construction of Buildings and Facilities</td> <td>\$4,560,000</td> <td>TBD</td> <td>\$970,000</td> <td>TBD</td> </tr> <tr> <td>c. Repair or Rehabilitation of Buildings and Facilities</td> <td>\$7,100,000</td> <td>TBD</td> <td>5,626,000</td> <td>TBD</td> </tr> <tr> <td>d. Acquisition of Information Resource Technologies</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td> (1) Data Center Consolidation</td> <td>\$13,672,217</td> <td>TBD</td> <td>\$13,439,379</td> <td>TBD</td> </tr> <tr> <td> (2) Technology Replacement and Upgrade</td> <td>\$12,926,711</td> <td>TBD</td> <td>\$10,682,665</td> <td>TBD</td> </tr> <tr> <td> (3) Texas Statewide Railroad Grade Crossing</td> <td>\$594,000</td> <td>TBD</td> <td>\$594,000</td> <td>TBD</td> </tr> <tr> <td> (4) MMIS Client Server Systems Replacement</td> <td>\$2,000,000</td> <td>TBD</td> <td>\$500,000</td> <td>TBD</td> </tr> <tr> <td> (5) Statewide Traffic Analysis & Reporting System II</td> <td>\$605,000</td> <td>TBD</td> <td>\$635,000</td> <td>TBD</td> </tr> <tr> <td> (6) Statewide Analysis Model II</td> <td>\$535,300</td> <td>TBD</td> <td>\$25,000</td> <td>TBD</td> </tr> <tr> <td> (7) Highway Performance Monitoring System (HPMS) Conversion to Geographic Information System (GIS)</td> <td>\$2,400,000</td> <td>TBD</td> <td>\$1,600,000</td> <td>TBD</td> </tr> <tr> <td> (8) Mainframe Modernization</td> <td>\$23,000,000</td> <td>TBD</td> <td>\$23,000,000</td> <td>TBD</td> </tr> </tbody> </table>		<u>2012</u>	<u>2014</u>	<u>2013</u>	<u>2015</u>	a. Acquisition of Land and Other Real Property	\$900,000	TBD	\$650,000	TBD	b. Construction of Buildings and Facilities	\$4,560,000	TBD	\$970,000	TBD	c. Repair or Rehabilitation of Buildings and Facilities	\$7,100,000	TBD	5,626,000	TBD	d. Acquisition of Information Resource Technologies					(1) Data Center Consolidation	\$13,672,217	TBD	\$13,439,379	TBD	(2) Technology Replacement and Upgrade	\$12,926,711	TBD	\$10,682,665	TBD	(3) Texas Statewide Railroad Grade Crossing	\$594,000	TBD	\$594,000	TBD	(4) MMIS Client Server Systems Replacement	\$2,000,000	TBD	\$500,000	TBD	(5) Statewide Traffic Analysis & Reporting System II	\$605,000	TBD	\$635,000	TBD	(6) Statewide Analysis Model II	\$535,300	TBD	\$25,000	TBD	(7) Highway Performance Monitoring System (HPMS) Conversion to Geographic Information System (GIS)	\$2,400,000	TBD	\$1,600,000	TBD	(8) Mainframe Modernization	\$23,000,000	TBD	\$23,000,000	TBD
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3.B. Rider Revisions and Additions Request (continued)

		(9) Texas Environmental Compliance Oversight System	\$695,613	TBD	\$695,613	TBD
		Total, Acquisition of Information Resource Tech.	\$56,428,841	TBD	\$51,171,657	TBD
		e. Transportation Items	\$7,985,696	TBD	\$6,919,609	TBD
		f. Acquisition of Capital Equipment and Items	\$41,034,580	TBD	\$40,029,986	TBD
		Total, Capital Budget	<u>\$117,118,117</u>	TBD	<u>\$105,364,252</u>	TBD
		Method of Financing (Capital Budget):	2012	2014	2013	2015
		<u>Federal Funds</u>				
		Federal Reimbursements	\$594,000	TBD	\$594,000	TBD
		Subtotal, Federal Funds	\$594,000	TBD	\$594,000	TBD
		<u>Other Funds</u>				
		State Highway Fund No. 006	\$118,758,419	TBD	\$107,118,640	TBD
		Subtotal, Other Funds	\$118,758,419	TBD	\$107,118,640	TBD
		Total, Method of Financing	<u>\$119,352,419</u>	TBD	<u>\$107,712,586</u>	TBD

3.B. Rider Revisions and Additions Request (continued)

3	VII-26	<p>Transfer Authority.</p> <p>a. Subject to the prior written approval of the Legislative Budget Board, the Department of Transportation may transfer appropriations from any Strategy into Strategies A.1.2, Contracted Planning and Design, A.1.3, Right-of-Way Acquisition, B.1.1, Existing Construction Contracts, B.1.2, New Construction Contracts, B.1.3, Construction Grants & Services, C.1.1, Existing Maintenance Contracts, C.1.2, New Maintenance Contracts, and C.1.3, Contracted Routine Maintenance. In addition, subject to the prior written approval of the Legislative Budget Board, appropriations may be transferred in any amount among Strategies A.1.2, Contracted Planning and Design, A.1.3, Right-of-Way Acquisition, B.1.1, Existing Construction Contracts, B.1.2, New Construction Contracts, B.1.3, Construction Grants & Services, C.1.1, Existing Maintenance Contracts, C.1.2, New Maintenance Contracts, C.1.3, Contracted Routine Maintenance.</p> <p>b. No appropriations may be transferred into, among, or out of the strategies identified in subsection (a) of this rider unless the Department of Transportation submits a report to the Legislative Budget Board, in a format prescribed by the Legislative Budget Board, that provides information regarding the purposes and the projected impact of the transfers on transportation projects and future appropriation needs; and the Legislative Budget Board issues written approval</p> <p><u>The Department of Transportation is hereby authorized to transfer appropriations from any Strategy into Strategy A.1.2, Contracted Planning and Design, Strategy A.1.3, Right-of-Way Acquisition, Strategy B.1.1, Existing Construction Contracts, Strategy B.1.2, New Construction Contracts, C.1.1, Existing Maintenance Contracts and C.1.2, New Maintenance Contracts. In addition, funds may be transferred between Strategies, except that no funds may be transferred out of Strategies A.1.2, Contracted Planning and Design, A.1.3, Right-of-Way Acquisition, B.1.1, Existing Construction Contracts, Strategy B.1.2 New Construction Contracts, C.1.1, Existing Maintenance Contracts and C.1.2, New Maintenance Contracts, except for transfer made between those Strategies.</u></p> <p><u>The department may transfer an amount not to exceed 10 percent of the amounts appropriated in Strategy A.1.1, Plan/Design/Manage, in fiscal year 2014 and 10 percent of the amounts appropriated in Strategy A.1.1, Plan/Design/Manage, in 2015 from strategies A.1.2, Contracted Planning and Design, A.1.3, Right-of-Way Acquisition, Strategy B.1.1, Existing Construction Contracts, Strategy B.1.2, New Construction Contracts, C.1.1, Existing Maintenance Contracts and C.1.2, New Maintenance Contracts into A.1.1 Plan/Design/Manage. Appropriations transferred may not be transferred to any other Strategy.</u></p>
4	VII-26	<p>Magazine Appropriations. The Department of Transportation is directed to set subscription rates and other charges for Texas Highways Magazine at a level that will generate receipts approximately sufficient to cover the costs incurred in the production and distribution of the magazine. In addition to funds appropriated above, the department is hereby appropriated to Strategy D.3.1, Travel Information, any magazine revenues generated above \$4,676,202 <u>\$4,463,970</u> for the 2012 <u>2014</u> fiscal year and \$4,700,725 <u>\$4,701,474</u> for the 2013 <u>2015</u> fiscal year. Funds may be utilized only for the purpose of magazine costs. The Department of Transportation may transfer revenues available from prior year's subscription fees to Strategy D.3.1, Travel Information, in the event of unforeseen or unusual expenditures associated with the production costs of the Texas Highways Magazine. The Department of Transportation is hereby appropriated all revenue collected from the sale of promotional items as authorized by Transportation Code § 204.009.</p>

3.B. Rider Revisions and Additions Request (continued)

5	VII-26	<p>Limitation on Residences. None of the funds appropriated herein above may be expended for the purchase, construction, or maintenance of residences for employees of the Department of Transportation except maintenance camps in isolated areas.</p>
6	VII-26	<p>Refunds and Lawsuit Costs. Any necessary amounts appropriated above may be used by the Department of Transportation to pay refunds authorized by law and to pay judgments, settlements, and other costs associated with lawsuits involving the department, including suits involving right-of-way acquisition or inverse condemnation.</p>
7	VII-26	<p>Minimum Wage Contracts. In contracting for maintenance and construction contract work with the private sector from funds appropriated above, the Department of Transportation shall require that contractors and subcontractors are paying all employees and contract labor at a rate at least equal to the federal minimum wage. The department shall withhold payments to contractors until their contractual obligations for paying employees and the contract labor have been fulfilled.</p>
8	VII-26	<p>Aviation Services Unexpended Balance Appropriations. Any unobligated and unexpended balances remaining Out of funds appropriated above in Strategy B.1.4, Aviation Services, to the Department of Transportation from State Highway Fund No. 006, 006, an amount not to exceed \$25,000,000 in fiscal year 2012 2014 is contingent upon balances of the same amount remaining in Strategy B.1.4, Aviation Services, as of August 31, 2014 2013, that were appropriated from appropriations made to the department for airport development grants in for the 2010-11 2012-2013 biennium (estimated to be \$25,000,000). In the event that actual and/or projected balances are insufficient for appropriations identified above for this purpose, the Comptroller is hereby directed to reduce the appropriation authority in Strategy B.1.4, Aviation Services, provided by this Act to the Department of Transportation to be within the amount expected to be available each year. are hereby appropriated for the fiscal biennium beginning September 1, 2013, for local airport grants.</p>
9	VII-27	<p>Trust Fund 927. The Department of Transportation is hereby authorized to receive and hold funds in Trust Fund No. 927 (county or political subdivision road participation account) from governmental and private entities for purposes of reimbursing State Highway Fund No. 006 for expenses incurred with transportation projects, including highway and aviation.</p>

3.B. Rider Revisions and Additions Request (continued)

10	VII-27	<p>State Highway Fund Reimbursement. To the extent that funds are made available from local governments under Transportation Code § 22.055(b), the department is hereby appropriated amounts as necessary from State Highway Fund No. 006 for purposes authorized by Chapter 22 of the Texas Transportation Code. Funds made available to the department under Transportation Code § 22.055(b) are to be used only for the purpose of reimbursing State Highway Fund No. 006.</p>
11	VII-27	<p>District Discretionary Funds. Out of the funds appropriated above in Goal B, Transportation Improvements, the Department of Transportation shall allocate a minimum of \$2.5 million for each district to the State District Discretionary Category each fiscal year. In addition, the Department of Transportation shall submit to the Legislative Budget Board and the Governor's Office an annual report no later than November 1st each fiscal year detailing the amount of District Discretionary category funds used by each district for project cost overruns.</p>
12	VII-27	<p>Travel Information. If the department determines that it cannot meet anticipated production and distribution for the Texas State Travel Guide and related travel literature from funds appropriated in Strategy D.3.1, Travel Information, the department shall transfer sufficient funds to meet the demand for each year of the biennium from any Strategy except that no transfers shall be made into Strategy D.3.1, Travel Information, from Strategy A.1.2, Contracted Planning and Design, Strategy A.1.3, Right-of-Way Acquisition, Strategy B.1.1, Existing Construction Contracts, B.1.2, New Construction Contracts, B.1.3, Construction Grants & Services, C.1.1, Existing Maintenance Contracts, C.1.2, New Maintenance Contracts, C.1.3, Contracted Routine Maintenance, strategies in Goal G., Debt Service Payments, and strategies in Goal H., Develop SH 121 Subaccount Projects, and strategies in Goal I, Develop SH 130 Subaccount Projects. <u>Deliver Toll Subaccount Projects</u></p>
13	VII-27	<p>Full-Time Equivalent: Summer Hire Program. Full-Time-Equivalent (FTE) positions associated with the Summer Hire Program of the Department of Transportation, in an amount not to exceed 1,200 FTEs, shall be exempt from the Article IX provision establishing a limitation on state agency employment levels for the third and fourth quarters of each fiscal year. This provision will not change the "Number of Full-Time-Equivalents (FTE)" listed elsewhere in this Act. The Department of Transportation shall provide to the Legislative Budget Board, the Governor, and the State Auditor's Office a report of the number of FTEs associated with the Summer Hire Program each fiscal year. Out of individuals hired for the Summer Hire Program, the department shall hire no less than 10 interns each year for the Texas Prefreshman Engineering Program (TexPREP).</p>

3.B. Rider Revisions and Additions Request (continued)

14	VII 27-30	<p>Reporting Requirements.</p> <p>a. Trade Transportation Activities. The Department of Transportation shall provide a report to the department's border district legislators and to the respective metropolitan planning organizations on department's trade transportation activities in such border districts during the current biennium. The department shall report annually no later than January 1, each year of the biennium. The report shall also be provided to the Governor and the Legislative Budget Board.</p> <p>b. Cash Forecast. In addition to other information that might be requested by the Legislative Budget Board, the Department of Transportation shall submit to the Legislative Budget Board, in the format prescribed by the Legislative Budget Board, a monthly cash forecast report to the Legislative Budget Board and the Governor on state and federal funds received in State Highway Fund No. 006 as specified by the Legislative Budget Board. At any time, if the department becomes aware of any variances to estimated amounts appropriated above out of state and federal funds received in State Highway Fund No. 006, the department shall immediately notify the Legislative Budget Board and the Governor in writing specifying the affected funds and the reason for the anticipated change. The monthly cash forecast report shall include detailed explanations of the causes and effects of current and anticipated fluctuations in the cash balance. In addition, the monthly cash forecast shall report expenditure information at the same level as the Department of Transportation's appropriation bill pattern strategies.</p>
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3.B. Rider Revisions and Additions Request (continued)

<p>14 (cont)</p>	<p>VII 27-30</p>	<p>c. Project Status Report. The Department of Transportation shall provide to each member of the House and Senate, unless a member requests it not be provided, a status report on all highway construction projects, airport projects, Trans-Texas Corridor projects, rail projects, toll road projects, turnpike projects, toll authorities, regional mobility authorities, and toll road conversion projects by legislative district, currently under contract or awaiting funding. The report shall include projects that would be funded fully or in part by state, federal, or toll funds. The report shall be filed prior to January 1, each fiscal year. In addition, Loan Report. 90 days prior to any loan being granted by the department for any project, all members of the district within which the project is located shall be notified on the status of the project and how other projects in any district would be affected.</p> <p>d. Trans-Texas Corridor, Toll Project, Rail Project, and Toll Project Entities.</p> <p>(1) The Department of Transportation shall provide to each member of the House and Senate, unless a member requests it not be provided, notification of:</p> <p>(A) all Trans-Texas Corridor projects included in the draft Unified Transportation Program located within each member of the House and Senate's district no later than 10 days after being identified as Trans-Texas Corridor Projects and at least 2 business days prior to public release of the draft Unified Transportation Program;</p> <p>(B) all eminent domain proceedings located within each member of the House and Senate's district related to Trans-Texas Corridor projects no later than 10 days before the proceedings begin;</p> <p>(C) all rail projects, toll road projects, and turnpike projects included in the draft Unified Transportation Program located within each member of the House and Senate's district no later than 10 days after being identified and at least 2 business days prior to public release of the draft Unified Transportation</p> <p>(D) (A) the receipt of an application requesting approval to create a regional mobility authority or regional tollway authority located within each member of the House and Senate's district no later than 10 days after receipt of an application and of the Transportation Commission's consideration of an application no later than 10 days prior to commission action.</p> <p>(E) any toll authority or regional mobility authority board member who discloses to the department that the board member owns or participates in any holding included in a proposed project immediately after the department receives that information.</p> <p>(2) Trans-Texas Corridor Projects. The Department of Transportation shall identify all Trans-Texas Corridor projects included in the Unified Transportation Plan and shall make that information available on its website.</p> <p>e. Public Transportation Activities. The Department of Transportation shall develop and submit an annual report to the Legislature no later than January 1, each fiscal year on public transportation activities in Texas. The report shall at a minimum include monthly data on industry utilized standards which best reflect: ridership, mileage, revenue by source, and service effectiveness, such as passengers per revenue mile. In order to meet the mandates of Chapter 461, Transportation Code, relating to the coordination of public transportation and to implement the legislative intent of § 461.001, Transportation Code, the Department of Transportation is directed to engage the services of the Texas Transportation Institute, or any entity that the Department of Transportation deems appropriate, to maintain an inventory of all public transportation providers in the state to determine the types and levels of services being provided by each of them and the extent to which those providers can assist the state in meeting the mandates of the statute.</p>
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3.B. Rider Revisions and Additions Request (continued)

14 (cont)	VII-27-30	<p>f. Congestion Mitigation and Air Quality Projects. The Department of Transportation shall report annually to the Legislative Budget Board and the Governor on the progress of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program at achieving credit in the State Implementation Plan (SIP) for air quality under the Federal Clean Air Act. The report shall include a listing of each CMAQ project, the amount of CMAQ funds designated, and the amount of quantifiable credit received in the SIP. The report shall be provided no later than September 1, each year of the biennium.</p> <p>g. State Transportation Improvement Program. For each fiscal year in the biennium, the Department of Transportation shall provide a report, with results statewide by district, on the percentage of projects listed in the State Transportation Improvement Program (STIP) that were let on or before the letting date provided in the STIP.</p> <p>h. Electronic Format. All reports to the Legislature outlined in this Rider and elsewhere in this Act relating to Toll Road and Trans-Texas Corridor Projects must be delivered to the Legislature in electronic formats and, if requested, in paper format.</p> <p>i. Federal Funds Reporting Requirement.</p> <p>(1) The Department of Transportation shall provide to the Legislative Budget Board and the Governor:</p> <p>(A) written notification of any increases or decreases in the amounts of federal funds estimated to be available to the Department of Transportation for the current biennium within 10 business days of the date upon which the Department of Transportation is notified of such increases or decreases; and</p> <p>(B) written notification outlining:</p> <p>i. the use and projected impacts of any additional federal funds available to the Department of Transportation above amounts estimated for the current biennium; and/or</p> <p>ii. the Department of Transportation's plan for addressing any reductions in federal funds, including federally-mandated funding rescissions.</p> <p>(2) The Department of Transportation shall provide to the Legislative Budget Board and the Governor any documentation required by the U.S. Department of Transportation, Federal Highway Administration regarding the Department of Transportation's proposed use of additional federal funds and/or proposed actions to address federal funds reductions, including federally-mandated funding rescissions, as soon as possible prior to submitting the required documentation to the U.S. Department of Transportation, Federal Highway Administration.</p> <p>j. Toll Project Revenue and Funds Report. Using funds appropriated above, the Department of Transportation shall submit to the Legislative Budget Board, in the format prescribed by the Legislative Budget Board, an annual report of all state toll project revenues received and any other related funds that are deposited outside of the state treasury, including the purpose and use of such funds by the department. The report shall be submitted no later than November 1, in each year of the biennium.</p>
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3.B. Rider Revisions and Additions Request (continued)

14 (cont)	VII-27-30	<p>k. Report of Indirect Costs. In each cost report submitted to the Legislature by the Department of Transportation that includes information related to a project that is part of the Trans-Texas Corridor, the department shall either include indirect costs associated with the project or indicate that indirect costs are not addressed in the report.</p> <p>l. Appropriations from State Highway Fund No. 006 and Proposition 12 General Obligation Bonds. Prior to the beginning of each fiscal year, the department shall provide the Legislative Budget Board and the Governor with a detailed plan for the use of appropriations from State Highway Fund No. 006 and Proposition 12 General Obligation Bond Proceeds which includes, but is not limited to:</p> <ul style="list-style-type: none"> (1) each construction project's enhancement of the state's economy, traffic safety, and connectivity; (2) a detailed account of the level of traffic congestion reduced by each proposed project, in districts that contain one of the 50 most congested roads; and (3) a district by district analysis of pavement score targets and how proposed maintenance spending will impact pavement scores in each district. <p>m. Congested Road Segments.</p> <p>(1) Out of funds appropriated above, the department shall expend necessary funds to prominently post the top 100 congested road segments on its website and:</p> <ul style="list-style-type: none"> (A) the annual hours of travel delays and the economic value of the delays for each segment; (B) a congestion mitigation plan drafted in coordination with the local Metropolitan Planning Organization which shall include, when appropriate, alternatives to highway construction; and (C) at least a quarterly update of the current status in completing the mitigation plan for each road segment. <p>(2) Funds shall not be distributed by the department to any district with a road segment in the top 100 congested roads until the requirements of this subsection have been met.</p> <p>n. Pass-through Tolling Agreements. The Department of Transportation shall submit an annual report to the Legislative Budget Board no later than November 1 of each fiscal year, in the format prescribed by the Legislative Budget Board, providing information on all existing pass-through tolling or pass-through financing agreements of the department.</p>
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3.B. Rider Revisions and Additions Request (continued)

15	VII-30	<p>Green Ribbon Project Expansion. It is the intent of the Legislature that the Department of Transportation expand the Green Ribbon Project, a public-private partnership initiative to enhance the appearance of public highways by incorporating in the design and improvement of public highways the planting of trees and shrubs, emphasizing natural beauty and greenspace, integrating public art, and highlighting cultural uniqueness of neighborhoods, to other areas of the state. Furthermore, in non-attainment and near non-attainment areas, in connection with a contract for a highway project, the department shall allocate to the district or districts in which the project is located an amount equal to not less than one half of one and not to exceed 1 percent of the amount to be spent under the contract for construction, maintenance, or improvement of the highway. If two or more districts share an allocation under this section, the districts shall divide the allocation according to the portion of the amount under the contract that will be spent in each district. A district that receives an allocation under this rider <u>may spend the allocated money</u> shall spend not less than one half of the allocation for landscaping and other enhancements included in the Green Ribbon program as improvements associated with the project that was the subject of the contract. The district may spend the allocated money that is not used for landscaping improvements associated with the project that was the subject of the contract or for landscaping improvements associated with another highway or highway segment located in the district. For purposes of this rider, landscape improvements means planting of indigenous or adapted trees and other plants that are suitable for the climate in which they will be located, and preparing the soil and installing irrigation systems for the growth of the trees and plants. In non-attainment and near non-attainment areas, the district or districts shall, to the extent possible, use trees and plants that help mitigate the effects of air pollution.</p>
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3.B. Rider Revisions and Additions Request (continued)

16	VII 30-31	<p>Miscellaneous Pay Provisions.</p> <p>a. Holiday Pay. Notwithstanding other provisions of this bill, the Department of Transportation, to the extent permitted by law, is authorized to grant compensatory time off or to pay hourly employees for work performed on official state holidays in addition to any applicable holiday pay.</p> <p>b. Compensatory Pay. In order to operate in the most economical manner, when inclement weather or other circumstances beyond the control of the department prevent ferry operations, <u>travel information centers</u> construction or maintenance employees from performing their normal duties, the Department of Transportation, to the extent permitted by law, is authorized to grant such employees time off with pay with the hours charged to the Compensatory Time Taken Account, provided that such advanced time must be repaid by the employee at a time, and in the most appropriate manner as determined by the department within the following twelve months or at termination, whichever is sooner.</p> <p>c. Standby Pay. It is expressly provided that the Department of Transportation, to the extent permitted by law, may pay compensation for on-call time at the following rates: credit for one hour worked per day on-call during the normal work week, and two hours worked per day on-call during weekends and holidays; this credit would be in addition to actual hours worked during normal duty hours or while on-call. Nonexempt employees who work a normal 40 hour work week, and also work on-call duty, will receive FLSA overtime rates for the on-call duty.</p> <p>d. Pay for Regular Compensatory Time. It is expressly provided that the Department of Transportation, to the extent permitted by law, may pay FLSA exempt and FLSA nonexempt employees on a straight-time basis for work on a holiday or for regular compensatory time hours when the taking of regular compensatory time off would be disruptive to normal business functions.</p> <p>e. Hazardous Duty Pay. To more adequately compensate employees who perform hazardous duties for the state, the Department of Transportation is authorized to compensate employees who perform underwater bridge inspections or perform declared emergency response duties an additional rate of pay of up to \$25 per hour for actual time spent performing these duties.</p> <p>f. Evening, Night, and Weekend Shift Pay. Notwithstanding other provisions in this Act, the Department of Transportation may pay an additional evening shift or night shift differential not to exceed 15 percent of the pay rate to employees who work the 3:00 p.m. to 11:00 p.m. shift, or its equivalent, or who work the 11:00 p.m. to 7:00 a.m. shift, or its equivalent. An additional weekend shift salary differential not to exceed 5 percent of the pay rate may be paid to employees. The weekend shift salary differential may be paid to an eligible individual in addition to the evening shift or night shift salary differential.</p>
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3.B. Rider Revisions and Additions Request (continued)

17	VII 31-32	<p>Bond Programs. The Department of Transportation:</p> <p>a. in accordance with Section 49-k of Article III of the Texas Constitution; is hereby appropriated during each year of the biennium:</p> <p>(1) all revenue of the state that is dedicated or appropriated to the Texas Mobility Fund No. 365 in accordance with Section 49-k (e) of Article III of the Texas Constitution, and such funds shall be deposited as received into the Texas Mobility Fund No. 365;</p> <p>(2) all available funds in the Texas Mobility Fund No. 365, including any investment income, for the purposes outlined in Chapter 201, Subchapter M, Transportation Code; and</p> <p>(3) such amounts to be transferred to the Texas Mobility Fund No. 365 in accordance with Section 49-k (g) of Article III of the Texas Constitution and Chapter 201, Subchapter M, Transportation Code, as may be necessary to make payments when due on any bonds, notes, other obligations, or credit agreements issued or entered into pursuant to Chapter 201, Subchapter M, Transportation Code, to the extent that the available funds in the Texas Mobility Fund No. 365 are insufficient for such purposes.</p> <p>b. in accordance with Subchapter N of Chapter 201, Transportation Code, is authorized during the biennium to pay in addition to amounts appropriated above from the State Highway Fund No. 006, or otherwise dedicated or appropriated to such fund or available therein, debt service payments for notes issued or money borrowed in anticipation of a temporary cash shortfall in the State Highway Fund No. 006.</p> <p>c. in accordance with Section 49-m of Article III of the Texas Constitution and Section 201.115 of Chapter 201, Transportation Code, is authorized to pay in addition to amounts appropriated above from the State Highway Fund No. 006, or otherwise dedicated or appropriated to such fund or available therein, debt service payments for notes issued or money borrowed on a short-term basis to carry out the functions of the department.</p> <p>d. in accordance with Section 49-n of Article III of the Texas Constitution and Subchapter A of Chapter 222, Transportation Code, is authorized during each fiscal year of the biennium to pay out of amounts appropriated above from the State Highway Fund No. 006, or otherwise dedicated or appropriated to such fund or available therein, amounts due under bonds, other public securities and bond enhancement agreements that are issued or entered into to fund highway improvement projects and that are secured by and payable from revenue deposited to the credit of the State Highway Fund No. 006.</p> <p>e. in accordance with Section 49-p of Article III of the Texas Constitution and State law, the Department is hereby appropriated, and in compliance with the bond resolutions authorized to transfer, during each year of the biennium the funds out of the General Revenue Fund as may be necessary to make payments when due on any bonds, notes, other obligations or credit agreements issued or entered into by the Commission. Prior to the expenditure of funds appropriated out of the General Revenue Fund, the Department shall utilize any balances available in interest and sinking funds for such purpose. The Department is also hereby appropriated all amounts available in such interest and sinking funds, including any unexpended balances in these funds, for making payments when due on any such bonds, notes, other obligations or credit agreements.</p>
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3.B. Rider Revisions and Additions Request (continued)

18	VII 32	<p>Additional Funds.</p> <p>a. Except during an emergency as defined by the Governor, no appropriation of additional State Highway Funds above the estimated appropriation amounts identified above in the Method of Financing for the Department of Transportation as State Highway Fund No. 006, State Highway Fund No. 006 - Toll Revenue, and State Highway Fund No. 006 - Concession Fees may be expended by the Department of Transportation unless</p> <p>the Department of Transportation submits a report to the Legislative Budget Board and the Governor outlining any additional funds available above amounts estimated for the 2012-13 current biennium, their anticipated uses and projected impacts .</p> <p>b. The limitation in subsection (a) of this rider does not apply to the expenditure of funds received from governmental entities for purposes of reimbursing State Highway Fund No. 006 for expenses incurred with transportation projects or the expenditure of funds received as reimbursements for authorized services that are otherwise appropriated by Section 8.03, Article IX, of this Act.</p>
19	VII 32	<p>Local Government Assistance. The Department of Transportation, pursuant to Texas Transportation Code § 201.706, may use funds appropriated by this Act to assist cities with the maintenance of city streets by providing engineering/maintenance expertise on roadway maintenance and when surplus materials are available, the department shall make available the surplus materials to any local government needing such materials. For those cities that adopt or have adopted either a street use fee for maintenance or a specialized fee for street accessibility improvements as part of their local utility fees, the Department is authorized to use funds appropriated by this Act to coordinate its accessibility programs with those cities including providing engineering expertise where possible.</p>
20	VII 32-33	<p>Appropriations Limited to Revenue Collections: Rail Safety. It is the intent of the Legislature that revenues collected and deposited to the General Revenue Fund from the assessment of fees on railroad operators pursuant to Section 111.101, Transportation Code, cover, at a minimum, the cost of general revenue appropriations made above in Strategy E.1.5, <u>E.1.6</u>, Rail Safety, as well as covering "other direct and indirect costs" associated with such general revenue appropriations. "Other direct and indirect costs" associated with such general revenue appropriations are estimated to be \$309,894 <u>\$4XX,XXX</u> for fiscal year 2012 <u>2014</u> and \$330,060 <u>\$4XX,XXX</u> for fiscal year 2013 <u>2015</u>. In the event that actual and/or projected revenue collections are insufficient to offset the costs identified by this provision, the Legislative Budget Board may direct that the Comptroller of Public Accounts reduce the appropriation authority provided above to be within the amount of revenue expected to be available.</p>

3.B. Rider Revisions and Additions Request (continued)

21	VII 32-33	<p>Road Construction and Maintenance at State Facilities. Out of funds appropriated above, the Department of Transportation shall:</p> <ul style="list-style-type: none"> a. maintain paved surfaces on the State Capitol Grounds according to the Historic Capitol Grounds Master Plan adopted by the State Preservation Board; b. construct, repair, and maintain roads in and providing access to and from Department of State Health Services and Department of Aging and Disability Services mental health and mental retardation facilities; c. expend no more than \$40,000,000 <u>\$15,000,000</u> each fiscal year to construct and maintain state park roads.
22	VII 33	<p>Comprehensive Development Agreements. The Department of Transportation may not expend any funds appropriated by this Act to enter into a comprehensive development agreement or any agreement granting a private entity the right to finance, operate, and/or collect revenue from a toll project, unless:</p> <ul style="list-style-type: none"> a. the department submits a report to the Legislative Budget Board, in the format prescribed by the Legislative Budget Board, that provides information regarding the location, project costs, and projected benefits to the state for each project proposed under a comprehensive development agreement; and b. the Legislative Budget Board issues a written approval.
23	VII 33	<p>Appropriation of Concession Fees and Payments Received under a Comprehensive Development Agreement. The Department of Transportation may not expend any amounts from payments received by the department under a comprehensive development agreement and deposited to the State Highway Fund, pursuant to Transportation Code § 228.005, including applicable concession fees, or from payments and surplus toll project revenues received under other toll facility agreements during the biennium and that are not appropriated above unless:</p> <ul style="list-style-type: none"> a. the department submits a report to the Legislative Budget Board and the Governor, in the format prescribed by the Legislative Budget Board, outlining the amount of funds available from such payments received by the department, the department's anticipated uses of such funds, and their projected impacts; and b. the Legislative Budget Board and the Governor issue a written approval.

3.B. Rider Revisions and Additions Request (continued)

24	VII 33	<p>Limitation on Expenditures for Contracts.</p> <p>a. Without the prior approval of the Legislative Budget Board, the Department of Transportation shall not use funds appropriated above to enter into any contract with a private participant for the construction, maintenance, or operation of a road or highway in the State of Texas that:</p> <ul style="list-style-type: none"> (1) contains any provision that would guarantee or ensure a return on investment; (2) would reduce the risk of the private participant as a result of any action taken by the department or the State of Texas; (3) would limit or penalize the expansion of other department run facilities designed to reduce congestion; (4) fails to contain a stated buy back provision that can be calculated without using estimates of future revenues; or (5) contains any possible financial liability that could be inherited by the department, the State of Texas, or any other state agency. <p>b. The Legislative Budget Board may consider a request from the Department of Transportation to expend funds appropriated above to enter into a contract containing any of the criteria specified in this rider. A request submitted by the department under this provision must include information regarding the location, project costs, and projected benefits to the state for each project proposed under such contracts.</p>
25	VII 33-34	<p>Miscellaneous Provisions Related to Toll Road and Trans-Texas Corridor Projects.</p> <p>a. Access to Records Relating to Trans-Texas Corridor. The Department of Transportation shall spend appropriations available for the purpose under this Act to achieve transparency in the department's functions related to the Trans-Texas Corridor by providing, to the greatest extent possible under the public information law (Chapter 552, Government Code) and other statutes governing the access to records, public access to information collected, assembled, or maintained by the department relating to the Trans-Texas Corridor.</p> <p>b. Accuracy of Developers' Assumptions in Trans-Texas Corridor 35 Project. Money appropriated by this Act may not be spent in connection with a contract entered into by the Department of Transportation under Section 227.021, Transportation Code, related to the Trans-Texas Corridor 35 project, unless the department implements a process to obtain assurance regarding the reasonableness of the assumptions that the contracted developers use in developing plans and financial projections for the Trans-Texas Corridor 35 project.</p> <p>e. Financing Costs Associated with Mid-term Road Facilities and Long-term Road Facilities. The Department of Transportation may not use money appropriated by this Act to implement a master development plan unless the plan includes the financing costs associated with the mid-term road facilities and long-term road facilities.</p>

3.B. Rider Revisions and Additions Request (continued)

26	VII 34	<p>Colonia Projects. The amounts appropriated above in Strategy B.1.3, Construction Grants & Services, from General Obligation Bond Proceeds include \$24,000,000 in new appropriations for fiscal year 2012 to provide financial assistance for colonia access roadway projects. Any unexpended balances of these funds remaining as of August 31, 2012, are hereby appropriated to the Department of Transportation for the fiscal year beginning September 1, 2012, for the same purpose.</p> <p>Unexpended Balance Appropriation: Colonias Projects. Any unexpended balances in Strategy B.1.3 Construction Grants & Services, from General Obligation Bond Proceeds used to provide financial assistance for colonia access roadway projects, remaining as of August 31, 2013, are hereby appropriated to the Department of Transportation for the fiscal year beginning September 1, 2013, for the same purpose</p>
27	VII 34	<p>Public Transportation. Notwithstanding other transfer provisions in Article IX of this Act, appropriations made to the Department of Transportation in Strategy D.1.1, Public Transportation, from the State Highway Fund shall not be reduced.</p>
28	VII 34	<p>Crash Records Information System. Included in the amounts appropriated above in Strategy D.2.1, Traffic Safety is \$750,000 in each fiscal year of the biennium from General Revenue - Insurance Companies Maintenance Tax and Insurance Department Fees for ongoing maintenance of the Crash Records Information System.</p>
29	VII 34	<p>Sunset Contingency. Funds appropriated above for fiscal year 2013 for the Department of Transportation are made contingent on the continuation of the Department of Transportation by the Eighty-second Legislature. In the event that the agency is not continued, the funds appropriated for fiscal year 2012 or as much thereof as may be necessary are to be used to provide for the phase out of the agency operations.</p>
30	VII 34	<p>Sale of Property. Notwithstanding the provisions of Article IX, Sec. 8.04, Surplus Property, in this Act, all receipts from the sale of Department of Transportation surplus property, equipment, commodities, or salvage (including recycled products), pursuant to the provisions of Chapter 2175, Government Code, are appropriated to the Department of Transportation for expenditure during the fiscal year in which the receipts are received to carry out the functions of the department, specifically including implementing Chapter 91, Transportation Code. The Department of Transportation may spend no more than \$500,000 in a fiscal year for implementing Chapter 91, Transportation Code, from funds appropriated by this rider. In addition, notwithstanding any other provision of this Act, all receipts from the sale of Department of Transportation real property are appropriated to the Department of Transportation to carry out the functions of the department.</p>

3.B. Rider Revisions and Additions Request (continued)

31	VII 34	<p>State Highway Project Subaccounts. The amounts appropriated above to the Department of Transportation in Goal H, Develop SH 124 Deliver Toll Subaccount Projects, are made from fund balances and interest earnings on fund balances held in toll project subaccounts in the State Highway Fund.</p>
32	VII 34	<p>Limitation on Expenditures: Prohibition on Lobbyists. The Department of Transportation shall not expend any money appropriated above for the purpose of selecting, hiring, or retaining a person required to register under Chapter 305, Government Code, or the Lobbying Disclosure Act of 1995 (2 U.S.C. Section 1601 et seq), unless such an expenditure is allowed under state law.</p>
33	VII 34	<p>Limitation on Use of Funds. No funds appropriated above may be used to change the location of the current exit ramp off of IH-35 at exit number 359 by more than 1,000 feet, unless the Department of Transportation first provides to the Legislative Budget Board written correspondence from the federal government demonstrating that the ramp must be moved in order to prevent the loss of federal funds other than the funds that would be used to move the exit ramp or that this prohibition would cause the Department of Transportation to be in violation of federal law or regulations.</p>
34	VII 35	<p>Appropriations from Proposition 12 General Obligation Bond Proceeds: Unexpended Proceeds from Prior Fiscal Biennium. Out of the amounts appropriated above to the Department of Transportation from Proposition 12 General Obligation Bond Proceeds, the amounts of \$109,756,223 \$XXX,XXX,XXX in fiscal year 2012 2014 and \$35,161,347 \$XXX,XXX,XXX in fiscal year 2013 2015 are from unexpended balances of proceeds from the issuance and sale of bonds appropriated to the department and approved for expenditure by the Governor and the Legislative Budget Board for the 2010-11 2012-13 biennium that are anticipated to be remaining as of August 31, 2011 2013. Any unobligated balances of Proposition 12 General Obligation Bond Proceeds appropriation authority remaining as of August 31, 2011 2013, that were approved for expenditure by the Governor and the Legislative Budget Board for the 2010-11 2012-13 biennium are appropriated for the fiscal biennium beginning September 1, 2011 2013.</p>
35	VII 35	<p>Unexpended Balance Appropriation: Rail Projects. Any unexpended balances of General Revenue Funds remaining as of August 31, 2011 2013, from General Revenue appropriations made to the Department of Transportation in Strategy A.1.2, Contracted Planning and Design, in the 2010-11 2012-13 biennium for the purposes of rehabilitation and track improvements for the South Orient Rail Line from San Angelo to Coleman and for and for environmental review and other preliminary planning activities for the Austin-San Antonio passenger rail project (estimated to be \$0 \$3.5 million) are hereby appropriated to the Department of Transportation in the fiscal biennium beginning September 1, 2011 2013, for the same purposes.</p>

3.B. Rider Revisions and Additions Request (continued)

36	VII 35	<p>Study on Road Damage Caused by Oversized and Overweight Vehicles. Out of funds appropriated above, the Department of Transportation shall evaluate the damage that oversized and overweight vehicles cause on roads including exempt vehicles such as agricultural, garbage collection, grocery, produce, farm produce, concrete, milk, timber, and rock vehicles. Based on this evaluation, the Department of Transportation shall provide recommendations for permit fee and fee structure adjustments, including the highway maintenance fee, to the Governor and the Legislative Budget Board by December 1, 2012.</p>
37	VII 35	<p>Contingency for Increasing the State Traffic Fine. Contingent on the enactment of House Bill 1233 or House Bill 258, or similar legislation relating to an increase in the state traffic fine, by the Eighty-second Legislature, Regular Session, 2011, the Department of Transportation is appropriated \$5,000,000 for fiscal year 2012 and \$5,000,000 for fiscal year 2013 from General Revenue Funds to implement the provisions of the legislation to enhance traffic safety and provide additional grants to law enforcement agencies to increase enforcement on weekend and holiday periods. This appropriation is contingent upon certification by the Comptroller of Public Accounts that revenue generated from the increase in the state traffic fine imposed by the legislation generates at least \$5,000,000 in fiscal year 2012 and \$5,000,000 in fiscal year 2013.</p>
38	VII 35	<p>Battleship TEXAS. Out of the amounts appropriated above, the Texas Department of Transportation shall make available during the biennium \$16,090,050 in federal Transportation Enhancement Program funds administered by the department for the Battleship TEXAS project if the Battleship TEXAS project meets federal funding requirements of the Transportation Enhancement Program as defined by federal Department of Transportation, Federal Highway Administration federal regulations in Title 23 of the United States Code. The Texas Parks and Wildlife Department in conjunction with the Texas Department of Transportation will review the Battleship TEXAS project to determine if the Battleship TEXAS project meets the federal Transportation Enhancement Program guidelines in Title 23 of the United States Code. It is the intent of the Legislature that funds appropriated above would cover the administration costs of the Battleship TEXAS project approved for federal Transportation Enhancement Program funds. If the project has received the necessary approval and funding from Federal Transportation Enhancement program funds at the levels prescribed by the Eighty-second Legislature prior to the enactment of this Act, the amount of federal Transportation Enhancement funds designated by this provision shall not be construed to be an amount in addition to the amounts designated in Rider 38, Battleship TEXAS, Article VII, Department of Transportation, House Bill 1, General Appropriations Act, Eighty-first Legislature, 2011.</p> <p>In addition, the Texas Department of Transportation may redirect obligated funds previously obligated for the Battleship TEXAS project under the Transportation Enhancement Program to other available projects should the Battleship TEXAS project fail to receive federal approval or federal Transportation Enhancement Program funds are not available due to changes in federal laws, rules, regulations, or appropriations.</p>

3.B. Rider Revisions and Additions Request (continued)

39	VII 36	<p>Clothing Provision. The department may provide a cleaning allowance for Travel Information Center personnel and ferry operations personnel not to exceed \$500 per year.</p>
40	VII 36	<p>Unexpended Balances Appropriation: Acquisition of Information Resource Technologies Enterprise Resource Planning System. Any unobligated and unexpended balances remaining in the Acquisition of Information Resource Technologies Capital Budget Category as of August 31, 2014 <u>2013</u>, that were appropriated for the 2010-11 <u>2012-13</u> biennium (estimated to be \$0) are hereby appropriated for the fiscal biennium beginning September 1, 2014 <u>2013</u>, for the same purpose.</p>
41	VII 36	<p>Unexpended Balances Appropriation: Proposition 12 General Obligation Bonds Debt Service. Included in the amounts appropriated above to the Department of Transportation in Strategy G.1.1, General Obligation Bonds, from the General Revenue Fund, is an amount not to exceed \$64,410,728 in fiscal year 2012 from unexpended balances of General Revenue Funds anticipated to be remaining as of August 31, 2011, from appropriations made to the Department of Transportation in Strategy F.1.1, General Obligation Bonds, in the 2010-11 biennium for debt service payments on Proposition 12 General Obligation Bonds.</p>
42	VII 36-37	<p>Appropriations from Proposition 12 General Obligation Bond Proceeds for Bridge, Safety, Connectivity, and Congestion Relief Projects.</p> <p>Out of funds appropriated above, \$3 billion of Bond Proceeds – GO Bonds (Proposition 12, 2007) shall be used to fund projects that will relieve congestion, enhance bridge and roadway safety, and connect the state's population centers.</p> <p>a. The Department of Transportation shall use \$300 million of this amount to acquire right of way, conduct feasibility studies and project planning, and outsource engineering work for the most congested roadway segments in each of the four most congested regions of the state that are included in the 50 most congested roads in the state as listed on the State's Top 100 Most Congested Roadways list as of January 1, 2011. These funds shall be allocated by the Texas Transportation Commission to those regions using the formula used to allocate funds among the Transportation Management Areas in Category 2, Metropolitan and Urban Area Corridor Projects, in the department's Unified Transportation Program. The Department of Transportation shall provide \$3 million out of State Highway Funds appropriated above to the Texas Transportation Institute for the purposes of:</p> <p>(1) serving as a facilitator and project coordinator of studies to be conducted by the four most congested regions to:</p> <ul style="list-style-type: none"> i. determine which projects would have the greatest impacts considering such factors as congestion, economic benefits, user costs, safety, and pavement quality; ii. identify funding options to support completion of the projects and suggest the best use of future revenues for the projects;

3.B. Rider Revisions and Additions Request (continued)

- iii. include implementation of best traffic and demand management practices;
 - iv. ensure open and transparent public participation;
 - v. make recommendations to the Department of Transportation at each major decision point for the projects; and
- (2) reporting the preliminary findings and results to the Eighty-third Legislature and the Transportation Commission no later than September 1, 2012.
- b. The department shall use \$3 million out of appropriations from Bond Proceeds – GO Bonds (Proposition 12, 2007) for the purpose of reimbursing State Highway Fund No. 006 for funds provided to the Texas Transportation Institute in subsection (a) of this rider.
- c. The department shall use \$500 million of this amount to fund the bridge projects listed below. These General Obligation Bond Proceeds may only be used to develop and construct the necessary bridge elements as determined by the Texas Transportation Commission. If the amount of General Obligation Bond Proceeds expended for the bridges listed below is less than \$500 million, the Texas Transportation Commission may allocate the remaining General Obligation Bond Proceeds to other eligible bridge projects.
- | District | County | Feature Crossed | Facility Carried |
|------------|---------------|-----------------------------|------------------|
| Dallas | Dallas | Trinity River | IH 30 |
| Dallas | Dallas | Trinity River and Brazos St | IH 35E SB & NB |
| Beaumont | Orange | Neches River | IH 10 |
| Houston | Harris | IH 10 | Elysian Street |
| Paris | Hunt | Lake Tawakoni | SH 276 |
| Dallas | Dallas | IH 30, US 75 & DART | IH 345 SB & NB |
| San Angelo | Tom Green | US 277 | US 67 SB & NB |
| Childress | Knox | Brazos River | SH 6 |
| Childress | Collingsworth | Red River | SH 203 |
- d. The commission shall allocate \$600 million of this amount statewide to fund metropolitan and urban mobility projects, using the formula used to allocate funds in Category 2, Metropolitan and Urban Area Corridor Projects, in the department's Unified Transportation Program.
- e. The department shall use \$200 million of this amount to fund statewide connectivity projects selected by the commission.
- f. The commission shall allocate \$1.4 billion of this amount statewide to fund rehabilitation and safety projects using the formula used to allocate funds in Category 1, Preventive Maintenance and Rehabilitation, in the department's Unified Transportation Program.

3.B. Rider Revisions and Additions Request (continued)

43	VII 37	<p>New Letting for the 2012-13 Biennium. It is the intent of the Legislature that the Department of Transportation use funds appropriated above to award at least \$8,560.8 million in new multi-year highway construction improvement, rehabilitation, and preservation contracts during the 2012-13 biennium.</p>
44	VII 37	<p>Funds for Research of Methods to Maximize Toll Revenues. Out of amounts appropriated above in Strategy A.1.4, Research, the Department of Transportation shall provide necessary funds, not to exceed \$250,000 for the biennium, to the Texas Transportation Institute to complete a study of methods to maximize toll revenues.</p>
45	VII 37	<p>Transportation Development Credits. The Texas Department of Transportation shall make it a priority to utilize transportation development credits as the required match in a manner that would maximize the utilization of federal funds on eligible projects. The state funds then no longer needed to be used as the required federal match should then be available to be targeted to priority projects in an effort to streamline their delivery.</p>
46	VII 37	<p>Contingent Revenue: Highway Beautification. Out of the amounts appropriated above to the Department of Transportation in Strategy C.1.4, Routine Maintenance, the amounts of \$259,121 in fiscal year 2012 and \$270,807 in fiscal year 2013 from GR Dedicated – Texas Highway Beautification Account No. 071 are contingent upon the Department of Transportation assessing or increasing fees sufficient to generate, during the 2012-13 biennium, \$626,665 in excess of \$1,247,000 (Object Code 3052), contained in the Comptroller of Public Accounts' Biennial Revenue Estimate for fiscal years 2012 and 2013. Also, the number of "Full-Time-Equivalents (FTE)" figure indicated above includes 3 FTEs in each fiscal year contingent upon the Department of Transportation generating the amount of revenue indicated above. The Department of Transportation, upon completion of necessary actions to assess or increase such additional fees, shall furnish copies of the Department of Transportation's minutes and other information supporting the estimated revenues to be generated for the 2012-13 biennium under the revised fee structure to the Comptroller of Public Accounts. If the Comptroller finds the information sufficient to support the projection of increased revenues, a finding of fact to that effect shall be issued and the contingent appropriation shall be made available for the intended purposes. For informational purposes, the amount of increased revenue identified above reflects amounts sufficient to cover direct appropriations of \$529,928 and other direct and indirect costs (estimated to be \$96,737 for the 2012-13 biennium).</p>

3.B. Rider Revisions and Additions Request (continued)

47	VII 37-38	<p>Contingency for Public Education about Ban on Wireless Device Use While Driving. Contingent on enactment of Senate Bill 138, or similar legislation relating to the institution of a traffic violation for use of a wireless communication device while driving, by the Eighty-second Legislature, Regular Session, 2011, the Department of Transportation is appropriated \$500,000 for fiscal year 2012 and \$500,000 for fiscal year 2013 from the General Revenue Fund generated from Driver Responsibility Program collections to implement the provisions of the legislation and conduct public awareness and education about the ban on the use of wireless communication devices use while driving. This appropriation is contingent upon the Comptroller of Public Accounts certifying that revenue collections from surcharges assessed on traffic violations due to the ban on wireless communication devices established by this legislation will exceed amounts included in the Biennial Revenue Estimate for the Drivers Responsibility Program by at least \$500,000 in fiscal year 2012 and \$500,000 in fiscal year 2013.</p>
48	VII 38	<p>Federal Funding for the Texas Rail Plan. The Department of Transportation shall make it a top priority to seek, obtain, maximize, and expend federal funding for rail and other related multimodal transportation funding, including rail relocation and improvement funds from the Federal Highway Administration, Federal Railroad Administration, and Federal Transit Administration. Contingent upon the availability and receipt of federal rail and other related federal multi-modal funds to the State, such federal funds are appropriated to the Texas rail relocation and improvement fund for implementation of the Texas Rail Plan. To the extent that such federal funding is identified, but requires the matching by or commitment of state dollars, an amount not to exceed \$50 million is allocated, for fiscal years 2012 and 2013, to the Texas rail relocation and improvement fund for such purpose from any amounts appropriated above to the Texas Department of Transportation that are not constitutionally dedicated for some other purpose. No amount of appropriations made to the Department of Transportation out of state funds may be allocated to the Texas rail relocation and improvement fund pursuant to the provisions of this rider unless the Department of Transportation submits a request to the Governor and the Legislative Budget Board that identifies the source of funds and items of appropriation from which the funds would be allocated and the Governor and the Legislative Budget Board issue written approval for the allocation.</p>
7XX		<p>Construction Grants and Services. If the department determines that it cannot meet obligations of pass-through agreements, SIB loans, or toll equity loan agreements from funds appropriated in Strategy B.1.3, Construction Grants & Services, the department shall transfer sufficient funds to meet the obligations for each year of the biennium from any Strategy except that no transfers shall be made into Strategy B.1.3, Construction Grants & Services, from strategies in Goal G., Debt Service Payments, and strategies in Goal H., Develop SH 124 Subaccount Projects, and strategies in Goal I, Develop SH 130 Subaccount Projects. <u>Deliver Toll Subaccount Projects.</u></p>

4.A. EXCEPTIONAL ITEM REQUEST SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency code: 601

Agency name: **Department of Transportation**

CODE	DESCRIPTION	2014	2015
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Item Name: Presidio Rail Bridge Replacement

Item Priority: xxx

Includes Funding for the Following Strategy or Strategies: 05-01-02 Rail Contracted Plan/Design

OBJECTS OF EXPENSE:

2001	Professional Services	\$225,000	\$100,000
	TOTAL, OBJECT OF EXPENSE	<u>\$225,000</u>	<u>\$100,000</u>

METHOD OF FINANCING:

0001	General Revenue	\$225,000	\$100,000
	TOTAL, METHOD OF FINANCING	<u>\$225,000</u>	<u>\$100,000</u>

DESCRIPTION / JUSTIFICATION:

Presidio Rail Bridge Replacement Project funding is requested for preliminary engineering, environmental agency coordination, and design for reconstruction of burned International Rail Bridge at Presidio on TxDOT owned South Orient rail line. The Presidio Bridge must be reconstructed to allow international rail traffic across the border at this location between Texas and Mexico along the South Orient corridor. This Bridge will provide connectivity to Mexico through one of the seven (7) international rail gateway cities. Local and regional interests from San Angelo west through Fort Stockton to Presidio are promoting the use of this corridor.

EXTERNAL/INTERNAL FACTORS:

TxDOT is prohibited from spending constitutionally dedicated State Highway Fund No. 006 revenues on rail projects.

4.A. EXCEPTIONAL ITEM REQUEST SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency code: 601

Agency name: **Department of Transportation**

CODE	DESCRIPTION	2014	2015
	Item Name: South Orient Rail Line Sulphur, Junction to Fort Stockton		
	Item Priority: xxx		
	Includes Funding for the Following Strategy or Strategies: 05-01-03 Rail Construction		
OBJECTS OF EXPENSE:			
5000	Capital Expenditures	\$4,889,182	\$5,883,611
	TOTAL, OBJECT OF EXPENSE	<u>\$4,889,182</u>	<u>\$5,883,611</u>
METHOD OF FINANCING:			
0001	General Revenue	\$4,889,182	\$5,883,611
	TOTAL, METHOD OF FINANCING	<u>\$4,889,182</u>	<u>\$5,883,611</u>

DESCRIPTION / JUSTIFICATION:

South Orient rail line funding is requested for the construction costs for the rehabilitation of the South Orient rail line between Sulphur Junction and Fort Stockton (12.52 miles). TexSand has located a sand unloading facility in Fort Stockton and their traffic is increasing annually and TexSand is projected to receive over 1,000 carloads in calendar year 2012. This section of the rail line is constructed of rail manufactured in 1912 that is substandard for today's loadings and is expected to become inoperable due to infrastructure deficiencies within 5 years. Rehabilitation is essential to provide service to existing customers and attract new businesses to the area. TexSand currently employs 14 local residents at annual wages of approximately \$30,000 per employee, which is almost double the local average wage. Additional customers are interested in locating on this portion of the rail line. This funding will also be used for the reconstruction of the burned international rail bridge on the South Orient at Presidio; as the bridge must be rebuilt to facilitate international rail traffic crossing the border at this location.

EXTERNAL/INTERNAL FACTORS:

TxDOT is prohibited from spending constitutionally dedicated State Highway Fund No. 006 revenues on rail projects.

4.A. EXCEPTIONAL ITEM REQUEST SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency code: 601

Agency name: **Department of Transportation**

CODE	DESCRIPTION	2014	2015
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Item Name: Unfunded Mobility & Preservation Projects - Restore Diversions

Item Priority: xxx

Includes Funding for the Following Strategy or Strategies: 03-01-02 New Maintenance Contracts

OBJECTS OF EXPENSE:

5000	Capital Expenditures	\$663,414,074	\$663,414,074
TOTAL, OBJECT OF EXPENSE		<u>\$663,414,074</u>	<u>\$663,414,074</u>

METHOD OF FINANCING:

0006	State Highway Fund	\$663,414,074	\$663,414,074
TOTAL, METHOD OF FINANCING		<u>\$663,414,074</u>	<u>\$663,414,074</u>

DESCRIPTION / JUSTIFICATION:

The 2030 Committee, appointed in 2008 by Transportation Commission Chair Deirdre Delisi recommended that the state invest \$315 billion or \$14.3 billion a year (stated in 2008 dollars) over a 22 year period to preserve the investment in our infrastructure, enhance mobility as well as economic competitiveness and improve system safety. While the amount requested does not reach the \$14.3 billion annual level recommended by the committee, it would help us achieve the 2030 Committee goals of investment preservation, enhanced mobility, improved economic competitiveness and better system safety.

EXTERNAL/INTERNAL FACTORS:

External factors include federal legislation, the ability to obtain right-of-way, utility adjustments completion, clearing all environmental issues and obtaining required permits, delays due to weather conditions, timing and/or availability of funding, public hearings and local governments and plan preparation of plans by consultants. Internal factors include plan preparation by TxDOT engineers, timely coordination of permits and environmental clearances and right-of-way acquired through eminent domain.

4.A. EXCEPTIONAL ITEM REQUEST SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency code: 601

Agency name: **Department of Transportation**

CODE	DESCRIPTION	2014	2015
	Item Name: Moving Ahead for Progress in the 21st Century (MAP 21) Federal Funding		
	Item Priority: XXX		
	Includes Funding for the Following Strategy or Strategies:		
	01-01-02 Contracted Plan/Design		
	01-01-03 Right-Of-Way Acquisition		
	02-01-02 New Construction Grants		
	03-01-02 New Maintenance Contracts		
OBJECTS OF EXPENSE:			
2001	Professional Services		\$60,000,000
5000	Capital Expenditures		\$322,500,000
	TOTAL, OBJECT OF EXPENSE	\$0	\$382,500,000
METHOD OF FINANCING:			
8082	Federal Funds	\$0	\$382,500,000
	TOTAL, METHOD OF FINANCING	\$0	\$382,500,000

DESCRIPTION / JUSTIFICATION:

Moving Ahead for Progress in the 21st Century (MAP-21) was approved by the President on July 6, 2012. This federal legislation funds federal, transportation programs at levels that are needed to modernize our critical transportation infrastructure for Fiscal Years (FY) 2012, 2013 and 2014. This exceptional item requests the continuation of federal funding in FY 2015. The above amount represents \$30 million of right-of-way, \$60 million of consultant engineering and \$660 million of project letting; for a total of \$750 million.

EXTERNAL/INTERNAL FACTORS:

External factors include future federal legislation, the ability to obtain right-of-way, utility adjustment completion, clearing all environmental issues and obtaining the required permits. Also, weather conditions may delay projects along with timing and/or ability of funding. Plans of local governments, results of public hearing and consultant turn around time have potential impact on this funding. Internally, factors include the time required for plan preparation by TxDOT engineers, time required for permit coordination and right-of-way acquired through eminent domain.

6.A. HISTORICALLY UNDERUTILIZED BUSINESS SUPPORTING SCHEDULE
83RD REGULAR SESSION, AGENCY SUBMISSION, VERSION 1
Automated Budget and Evaluation system of Texas (ABEST)

Agency Code: **601**

Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

COMPARISON TO STATEWIDE HUB PROCUREMENT GOALS

A. Fiscal Year 2010-2011 HUB Expenditure Information

Statewide HUB Goals	Procurement Category	Adjusted HUB Expenditures FY 2010		Total Expenditures FY 2010	Adjusted HUB Expenditures FY 2011		Total Expenditures FY 2011
		% Actual	Actual \$		% Actual	Actual \$	
11.9%	Heavy Construction	12.30%	\$ 422,582,668	\$ 3,424,975,692	8.11%	\$ 306,007,072	\$ 3,770,943,975
26.1%	Building Construction	13.70%	\$ 1,630,163	\$ 11,867,836	15.37%	\$ 1,718,608	\$ 11,181,215
57.2%	Special Trade Construct	40.30%	\$ 4,006,746	\$ 9,927,143	26.34%	\$ 3,319,623	\$ 12,605,124
20.0%	Professional Services	15.60%	\$ 32,652,101	\$ 207,985,145	30.60%	\$ 65,355,913	\$ 213,604,052
33.0%	Other Services	12.20%	\$ 45,002,358	\$ 368,738,031	9.35%	\$ 53,965,889	\$ 577,368,561
12.6%	Commodity Purchasing	17.10%	\$ 28,650,017	\$ 166,692,985	12.76%	\$ 16,701,785	\$ 130,921,257
Total Expenditures		12.76%	\$ 534,524,053	\$ 4,190,186,832	9.48%	\$ 447,068,890	\$ 4,716,624,184

B. Assessment of Fiscal Year 2010-2011 Efforts to Meet HUB Procurement Goals

Attainment:

The Texas Department of Transportation (TxDOT) paid \$533,368,646 to HUBs in FY 2009. HUB expenditures increased in FY 2010 by \$1,155,407 to \$534,524,053 and decreased \$87,455,163 in FY 2011 to \$447,068,890. TxDOT's overall expenditures decreased by 5.03% between FY 2009 and FY 2011. During this time HUB expenditures decreased \$86,299,756 from FY 2009 to FY 2011; a decrease of 16.18%.

The agency attained or exceeded 2 of 6 of the adjusted statewide HUB procurement goals in FY 2010.

The agency attained or exceeded 2 of 6 of the adjusted statewide HUB procurement goals in FY 2011.

6.A. HISTORICALLY UNDERUTILIZED BUSINESS SUPPORTING SCHEDULE
83RD REGULAR SESSION, AGENCY SUBMISSION, VERSION 1
Automated Budget and Evaluation system of Texas (ABEST)

Agency Code: **601**

Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

Applicability:

Heavy construction and professional services account for over 80% of TxDOT expenditures. Of this, about 85% of these expenditures utilize federal funds from the U.S. Department of Transportation (USDOT). USDOT requires recipients to establish a Disadvantaged Business Enterprise (DBE) Program similar to the State HUB Program; however, the DBE Program has more stringent eligibility, reporting, and graduation requirements. These federally funded projects require a DBE goal instead of a HUB goal which impacts TxDOT's ability to meet HUB goals. In turn, the majority of HUB expenditures are obtained from contracts that do not have an assigned HUB goal. The amount of HUB expenditures attained for heavy construction and professional services in FY 2010 totaled \$455,234,769, which increased over previous year's expenditures by \$7,574,525; for FY 2011 they totaled \$371,362,985 which fell short of previous year's expenditures by \$83,871,784.

Factors Affecting Attainment:

TxDOT is a recipient of federal funds from USDOT which requires TxDOT to establish a DBE Program for these federal-aid contracts. The DBE Program has more stringent eligibility, reporting and graduating requirements than the HUB Program. This impacts TxDOT's ability to meet adjusted HUB goals.

"Good Faith" Efforts:

TxDOT made the following efforts to comply with the statewide HUB procurement goals per 34 TAC Section 20.13(c):

- Adopted the HUB rules and incorporated the HUB Program into TxDOT's Strategic Plan.
- Provided Small Business Briefings throughout the state to educate small businesses on how to work for state agencies, TxDOT in particular.
- Provided training and technical assistance to HUB/DBE/SBE firms through a Supportive Services Program.
- Regularly participated in Economic Opportunity forums held statewide to provide HUB/DBE firms procurement and contracting information.
- Maintained a quarterly newsletter to promote TxDOT's HUB/DBE/SBE programs and procurement opportunities.
- Maintained a Web Site (www.txdot.gov/business/) that provided detailed DBE information and other small business resources.
- Maintained LINC, a mentor-protégé program where TxDOT is a mentor to selected DBE/HUB firms. Through a series of meetings, protégés learn about TxDOT's business opportunities and receive assistance in bidding and performing on TxDOT contracts.

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:01

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
00.601.001 FHWA FEMA disaster					
3 - 1 - 3 CONTRACTED ROUTINE MAINTENANCE	\$6,431,856	\$4,346,105	\$0	\$0	\$0
3 - 1 - 4 ROUTINE MAINTENANCE	\$38,862	\$106,623	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$6,470,718	\$4,452,728	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$6,470,718	\$4,452,728	\$0	\$0	\$0
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.106.000 Airport Improvement Program					
2 - 1 - 4 AVIATION SERVICES	\$40,227,912	\$50,329,537	\$50,000,000	\$50,000,000	\$50,000,000
TOTAL, ALL STRATEGIES	\$40,227,912	\$50,329,537	\$50,000,000	\$50,000,000	\$50,000,000
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$40,227,912	\$50,329,537	\$50,000,000	\$50,000,000	\$50,000,000
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.106.001 Airport Improvement Program-Stimulus					
2 - 1 - 4 AVIATION SERVICES	\$6,829,132	\$119,261	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$6,829,132	\$119,261	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$6,829,132	\$119,261	\$0	\$0	\$0
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.205.000 Highway Planning and Construction					
1 - 1 - 1 PLAN/DESIGN/MANAGE	\$224,392,963	\$182,653,360	\$166,285,858	\$208,270,308	\$208,680,280
1 - 1 - 2 CONTRACTED PLANNING AND DESIGN	\$50,107,837	\$78,492,383	\$175,437,453	\$174,303,514	\$131,768,903
1 - 1 - 3 RIGHT-OF-WAY ACQUISITION	\$90,584,171	\$195,279,276	\$214,903,986	\$110,097,984	\$68,387,957

**6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)**

Date: 7/23/2012

TIME: 08:36:01

Agency code: 601

Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
1 - 1 - 4 RESEARCH	\$19,594,980	\$18,766,019	\$18,676,019	\$18,659,131	\$18,659,131
2 - 1 - 1 EXISTING CONSTRUCTION CONTRACTS	\$324,788,840	\$578,368,232	\$87,720,995	\$576,096,294	\$312,367,640
2 - 1 - 2 NEW CONSTRUCTION CONTRACTS	\$138,430,135	\$42,906,074	\$684,438,099	\$319,807,180	\$522,439,144
2 - 1 - 3 CONSTRUCTION GRANTS & SERVICES	\$425,544,890	\$466,372,440	\$443,794,740	\$455,331,895	\$384,803,761
3 - 1 - 1 EXISTING MAINTENANCE CONTRACTS	\$212,067,952	\$769,811,721	\$222,676,372	\$1,476,102,650	\$422,591,506
3 - 1 - 2 NEW MAINTENANCE CONTRACTS	\$785,272,973	\$316,238,774	\$1,516,005,956	\$633,045,076	\$1,393,593,772
4 - 2 - 1 TRAFFIC SAFETY	\$1,778,544	\$2,000,000	\$2,166,375	\$2,166,375	\$2,166,375
5 - 1 - 1 RAIL PLAN/DESIGN/MANAGE	\$554,228	\$817,910	\$594,000	\$594,000	\$594,000
5 - 1 - 2 CONTRACT RAIL PLAN/DESIGN	\$5,334,221	\$1,602,784	\$9,584,704	\$4,772,000	\$3,208,000
TOTAL, ALL STRATEGIES	\$2,278,451,734	\$2,653,308,973	\$3,542,284,557	\$3,979,246,407	\$3,469,260,469
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$2,278,451,734	\$2,653,308,973	\$3,542,284,557	\$3,979,246,407	\$3,469,260,469
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.205.024 Hwy & Bridge-Stimulus					
1 - 1 - 1 PLAN/DESIGN/MANAGE	\$245,807	\$375,519	\$0	\$0	\$0
1 - 1 - 3 RIGHT-OF-WAY ACQUISITION	\$2,556,282	\$2,465,146	\$0	\$0	\$0
2 - 1 - 1 EXISTING CONSTRUCTION CONTRACTS	\$85,717,305	\$174,087,628	\$98,176,747	\$59,688,236	\$22,045,613
2 - 1 - 2 NEW CONSTRUCTION CONTRACTS	\$267,135,908	\$0	\$0	\$0	\$0
2 - 1 - 3 CONSTRUCTION GRANTS & SERVICES	\$120,509,508	\$33,932,574	\$0	\$0	\$0
3 - 1 - 1 EXISTING MAINTENANCE CONTRACTS	\$113,343,545	\$74,805,298	\$30,272,784	\$18,212,132	\$23,463,915
3 - 1 - 2 NEW MAINTENANCE CONTRACTS	\$176,040,226	\$0	\$0	\$0	\$0
3 - 1 - 6 FERRY OPERATIONS	\$0	\$1,177,613	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$765,548,581	\$286,843,778	\$128,449,531	\$77,900,368	\$45,509,528

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:01

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
ADDL FED FNDS FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$765,548,581	\$286,843,778	\$128,449,531	\$77,900,368	\$45,509,528
ADDL GR FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
20.319.000 HSR/PR:High-Speed Rail &Passenger R					
5 - 1 - 2 CONTRACT RAIL PLAN/DESIGN	\$0	\$0	\$3,051,692	\$2,900,000	\$400,000
5 - 1 - 4 RAIL CONSTRUCTION	\$0	\$0	\$3,172,246	\$0	\$0
TOTAL, ALL STRATEGIES	\$0	\$0	\$6,223,938	\$2,900,000	\$400,000
ADDL FED FNDS FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$0	\$0	\$6,223,938	\$2,900,000	\$400,000
ADDL GR FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
20.319.001 HSR/PR:Core Express DFW to Houston					
5 - 1 - 2 CONTRACT RAIL PLAN/DESIGN	\$0	\$0	\$6,060,000	\$6,250,000	\$2,690,000
TOTAL, ALL STRATEGIES	\$0	\$0	\$6,060,000	\$6,250,000	\$2,690,000
ADDL FED FNDS FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$0	\$0	\$6,060,000	\$6,250,000	\$2,690,000
ADDL GR FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
20.320.001 Rail Line: South Orient Rehab					
5 - 1 - 4 RAIL CONSTRUCTION	\$0	\$1,000,000	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$0	\$1,000,000	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$0	\$1,000,000	\$0	\$0	\$0
ADDL GR FOR EMPLOY BENEFITS	\$0	\$0	\$0	\$0	\$0
20.500.000 Federal Transit Capital					

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:01

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
4 - 1 - 1 PUBLIC TRANSPORTATION	\$5,313,004	\$0	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$5,313,004	\$0	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$5,313,004	\$0	\$0	\$0	\$0
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.500.001 Public Transportation-Stimulus					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$3,458,841	\$0	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$3,458,841	\$0	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$3,458,841	\$0	\$0	\$0	\$0
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.505.000 Federal Transit Technical					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$6,874,926	\$6,872,871	\$6,872,871	\$6,858,559	\$6,858,559
TOTAL, ALL STRATEGIES	\$6,874,926	\$6,872,871	\$6,872,871	\$6,858,559	\$6,858,559
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$6,874,926	\$6,872,871	\$6,872,871	\$6,858,559	\$6,858,559
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.509.000 Non-Urbanized Area Formula Grants					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$38,641,949	\$35,833,552	\$33,731,752	\$33,854,922	\$33,854,922
TOTAL, ALL STRATEGIES	\$38,641,949	\$35,833,552	\$33,731,752	\$33,854,922	\$33,854,922
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$38,641,949	\$35,833,552	\$33,731,752	\$33,854,922	\$33,854,922
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:01

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
20.513.000 Capital Assistance Programs					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$9,158,145	\$8,344,260	\$8,344,260	\$8,175,228	\$8,175,228
TOTAL, ALL STRATEGIES	\$9,158,145	\$8,344,260	\$8,344,260	\$8,175,228	\$8,175,228
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$9,158,145	\$8,344,260	\$8,344,260	\$8,175,228	\$8,175,228
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.514.000 Transit Planning and Research					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$32,675	\$60,737	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$32,675	\$60,737	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$32,675	\$60,737	\$0	\$0	\$0
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.515.000 State Planning and Research					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$1,338,587	\$1,300,593	\$1,300,593	\$1,588,978	\$1,597,141
TOTAL, ALL STRATEGIES	\$1,338,587	\$1,300,593	\$1,300,593	\$1,588,978	\$1,597,141
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$1,338,587	\$1,300,593	\$1,300,593	\$1,588,978	\$1,597,141
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.516.000 Job Access/Reverse Commute Grants					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$8,594,800	\$6,967,448	\$6,967,448	\$6,649,221	\$6,649,221
TOTAL, ALL STRATEGIES	\$8,594,800	\$6,967,448	\$6,967,448	\$6,649,221	\$6,649,221
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$8,594,800	\$6,967,448	\$6,967,448	\$6,649,221	\$6,649,221

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:02

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.521.000 New Freedom Program					
4 - 1 - 1 PUBLIC TRANSPORTATION	\$3,660,080	\$3,135,855	\$3,135,855	\$3,093,386	\$3,093,386
TOTAL, ALL STRATEGIES	\$3,660,080	\$3,135,855	\$3,135,855	\$3,093,386	\$3,093,386
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$3,660,080	\$3,135,855	\$3,135,855	\$3,093,386	\$3,093,386
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.600.000 State and Community Highway Safety					
4 - 2 - 1 TRAFFIC SAFETY	\$13,865,119	\$17,085,042	\$20,667,000	\$20,667,000	\$20,667,000
TOTAL, ALL STRATEGIES	\$13,865,119	\$17,085,042	\$20,667,000	\$20,667,000	\$20,667,000
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$13,865,119	\$17,085,042	\$20,667,000	\$20,667,000	\$20,667,000
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.600.008 Crash Records Information					
4 - 2 - 1 TRAFFIC SAFETY	\$5,223,631	\$6,290,019	\$6,468,596	\$6,468,596	\$6,468,596
TOTAL, ALL STRATEGIES	\$5,223,631	\$6,290,019	\$6,468,596	\$6,468,596	\$6,468,596
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$5,223,631	\$6,290,019	\$6,468,596	\$6,468,596	\$6,468,596
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.601.000 Alcohol Traffic Safety & Drunk Driving					
4 - 2 - 1 TRAFFIC SAFETY	\$16,525,424	\$16,400,000	\$19,529,000	\$19,529,000	\$19,529,000
TOTAL, ALL STRATEGIES	\$16,525,424	\$16,400,000	\$19,529,000	\$19,529,000	\$19,529,000
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:02

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
TOTAL, FEDERAL FUNDS	\$16,525,424	\$16,400,000	\$19,529,000	\$19,529,000	\$19,529,000
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.602.000 Motorcycle Helmets and Safety					
4 - 2 - 1 TRAFFIC SAFETY	\$1,395,570	\$2,735,928	\$2,229,267	\$2,229,267	\$2,229,267
TOTAL, ALL STRATEGIES	\$1,395,570	\$2,735,928	\$2,229,267	\$2,229,267	\$2,229,267
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$1,395,570	\$2,735,928	\$2,229,267	\$2,229,267	\$2,229,267
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.609.000 Safety Belt Performance Grants					
4 - 2 - 1 TRAFFIC SAFETY	\$6,709	\$0	\$0	\$0	\$0
TOTAL, ALL STRATEGIES	\$6,709	\$0	\$0	\$0	\$0
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$6,709	\$0	\$0	\$0	\$0
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.610.000 St Traffic Safety Info Systm Imprvmt					
4 - 2 - 1 TRAFFIC SAFETY	\$1,259,729	\$2,311,493	\$2,899,000	\$2,899,000	\$2,899,000
TOTAL, ALL STRATEGIES	\$1,259,729	\$2,311,493	\$2,899,000	\$2,899,000	\$2,899,000
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$1,259,729	\$2,311,493	\$2,899,000	\$2,899,000	\$2,899,000
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.612.000 Grant to Increase Motorcycle Safety					
4 - 2 - 1 TRAFFIC SAFETY	\$942,681	\$390,724	\$739,000	\$739,000	\$739,000
TOTAL, ALL STRATEGIES	\$942,681	\$390,724	\$739,000	\$739,000	\$739,000

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:02

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$942,681	\$390,724	\$739,000	\$739,000	\$739,000
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.613.000 Child Safety and Child Booster Seats					
4 - 2 - 1 TRAFFIC SAFETY	\$811,846	\$1,439,950	\$1,000,000	\$1,000,000	\$1,000,000
TOTAL, ALL STRATEGIES	\$811,846	\$1,439,950	\$1,000,000	\$1,000,000	\$1,000,000
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$811,846	\$1,439,950	\$1,000,000	\$1,000,000	\$1,000,000
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.614.000 NHTSA Discretionary Safety Grants					
4 - 2 - 1 TRAFFIC SAFETY	\$157,794	\$168,962	\$212,342	\$212,342	\$212,342
TOTAL, ALL STRATEGIES	\$157,794	\$168,962	\$212,342	\$212,342	\$212,342
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$157,794	\$168,962	\$212,342	\$212,342	\$212,342
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
20.933.001 TIGER: Tower 55 Improvement Project					
5 - 1 - 4 RAIL CONSTRUCTION	\$0	\$0	\$11,333,334	\$11,333,333	\$11,333,333
TOTAL, ALL STRATEGIES	\$0	\$0	\$11,333,334	\$11,333,333	\$11,333,333
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$0	\$0	\$11,333,334	\$11,333,333	\$11,333,333
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0
21.000.002 Debt Service Subsidy for BAB					
7 - 1 - 1 GENERAL OBLIGATION BONDS	\$6,341,219	\$12,543,070	\$12,543,070	\$12,543,070	\$12,543,070

**6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)**

Date: 7/23/2012

TIME: 08:36:02

Agency code: 601

Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
7 - 1 - 2 STATE HIGHWAY FUND BONDS	\$17,719,092	\$27,029,124	\$27,029,124	\$27,029,124	\$27,024,124
7 - 1 - 3 TEXAS MOBILITY FUND BONDS	\$23,303,934	\$23,303,934	\$23,303,934	\$23,303,934	\$23,303,934
TOTAL, ALL STRATEGIES	\$47,364,245	\$62,876,128	\$62,876,128	\$62,876,128	\$62,871,128
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$47,364,245	\$62,876,128	\$62,876,128	\$62,876,128	\$62,871,128
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0

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6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:02

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
<u>SUMMARY LISTING OF FEDERAL PROGRAM AMOUNTS</u>					
00.601.001 FHWA FEMA disaster	6,470,718	4,452,728	0	0	0
20.106.000 Airport Improvement Program	40,227,912	50,329,537	50,000,000	50,000,000	50,000,000
20.106.001 Airport Improvement Program-Stimulus	6,829,132	119,261	0	0	0
20.205.000 Highway Planning and Construction	2,278,451,734	2,653,308,973	3,542,284,557	3,979,246,407	3,469,260,469
20.205.024 Hwy & Bridge-Stimulus	765,548,581	286,843,778	128,449,531	77,900,368	45,509,528
20.319.000 HSR/PR:High-Speed Rail &Passenger R	0	0	6,223,938	2,900,000	400,000
20.319.001 HSR/PR:Core Express DFW to Houston	0	0	6,060,000	6,250,000	2,690,000
20.320.001 Rail Line: South Orient Rehab	0	1,000,000	0	0	0
20.500.000 Federal Transit Capital	5,313,004	0	0	0	0
20.500.001 Public Transportation-Stimulus	3,458,841	0	0	0	0
20.505.000 Federal Transit Technical	6,874,926	6,872,871	6,872,871	6,858,559	6,858,559
20.509.000 Non-Urbanized Area Formula Grants	38,641,949	35,833,552	33,731,752	33,854,922	33,854,922
20.513.000 Capital Assistance Programs	9,158,145	8,344,260	8,344,260	8,175,228	8,175,228
20.514.000 Transit Planning and Research	32,675	60,737	0	0	0
20.515.000 State Planning and Research	1,338,587	1,300,593	1,300,593	1,588,978	1,597,141
20.516.000 Job Access/Reverse Commute Grants	8,594,800	6,967,448	6,967,448	6,649,221	6,649,221
20.521.000 New Freedom Program	3,660,080	3,135,855	3,135,855	3,093,386	3,093,386
20.600.000 State and Community Highway Safety	13,865,119	17,085,042	20,667,000	20,667,000	20,667,000
20.600.008 Crash Records Information	5,223,631	6,290,019	6,468,596	6,468,596	6,468,596
20.601.000 Alcohol Traffic Safety & Drunk Driving	16,525,424	16,400,000	19,529,000	19,529,000	19,529,000
20.602.000 Motorcycle Helmets and Safety	1,395,570	2,735,928	2,229,267	2,229,267	2,229,267

6.C. FEDERAL FUNDS SUPPORTING SCHEDULE
83rd Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Date: 7/23/2012

TIME: 08:36:02

Agency code: 601 Agency name: Department of Transportation

CDFA Number / STRATEGY	Exp 2011	Est 2012	Bud 2013	Req 2014	Req 2015
20.609.000 Safety Belt Performance Grants	6,709	0	0	0	0
20.610.000 St Traffic Safety Info System Imprvmt	1,259,729	2,311,493	2,899,000	2,899,000	2,899,000
20.612.000 Grant to Increase Motorcycle Safety	942,681	390,724	739,000	739,000	739,000
20.613.000 Child Safety and Child Booster Seats	811,846	1,439,950	1,000,000	1,000,000	1,000,000
20.614.000 NHTSA Discretionary Safety Grants	157,794	168,962	212,342	212,342	212,342
20.933.001 TIGER: Tower 55 Improvement Project	0	0	11,333,334	11,333,333	11,333,333
21.000.002 Debt Service Subsidy for BAB	47,364,245	62,876,128	62,876,128	62,876,128	62,871,128
TOTAL, ALL STRATEGIES	\$3,262,153,832	\$3,168,267,839	\$3,921,324,472	\$4,304,470,735	\$3,756,037,120
ADDL FED FNDS FOR EMPLY BENEFITS	\$0	\$0	\$0	\$0	\$0
TOTAL, FEDERAL FUNDS	\$3,262,153,832	\$3,168,267,839	\$3,921,324,472	\$4,304,470,735	\$3,756,037,120
ADDL GR FOR EMPL BENEFITS	\$0	\$0	\$0	\$0	\$0

6.D. FEDERAL FUNDS TRACKING SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601** Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

Federal FY	Award Amount	Expended SFY 2009	Expended SFY 2010	Expended SFY 2011	Estimated SFY 2012	Estimated SFY 2013	Estimated SFY 2014	Estimated SFY 2015	Total	Difference from Award
<u>20.106.001 Airport Improvement Program-Stimulus</u>										
2009	17,526,834	1,024,942	9,536,927	6,829,132	119,261	0	0	0	17,510,262	16,572
Total	\$17,526,834	\$1,024,942	\$9,536,927	\$6,829,132	\$119,261	\$0	\$0	\$0	\$17,510,262	\$16,572
Empl. Ben. Payment		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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6.D. FEDERAL FUNDS TRACKING SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601** Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

Federal FY	Award Amount	Expended SFY 2009	Expended SFY 2010	Expended SFY 2011	Estimated SFY 2012	Estimated SFY 2013	Estimated SFY 2014	Estimated SFY 2015	Total	Difference from Award
<u>20.205.024 Hwy & Bridge-Stimulus</u>										
2009	2,257,215,146	117,238,663	835,724,697	765,548,581	286,843,778	128,449,531	77,900,368	45,509,528	2,257,215,146	0
Total	\$2,257,215,146	\$117,238,663	\$835,724,697	\$765,548,581	\$286,843,778	\$128,449,531	\$77,900,368	\$45,509,528	\$2,257,215,146	\$0
Empl. Ben. Payment		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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6.D. FEDERAL FUNDS TRACKING SCHEDULE
 83rd Regular Session, Agency Submission, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

Federal FY	Award Amount	Expended SFY 2009	Expended SFY 2010	Expended SFY 2011	Estimated SFY 2012	Estimated SFY 2013	Estimated SFY 2014	Estimated SFY 2015	Total	Difference from Award
<u>20.500.001 Public Transportation-Stimulus</u>										
2009	40,408,020	34,345,598	6,062,422	0	0	0	0	0	40,408,020	0
2010	10,179,382	0	6,720,541	3,458,841	0	0	0	0	10,179,382	0
Total	\$50,587,402	\$34,345,598	\$12,782,963	\$3,458,841	\$0	\$0	\$0	\$0	\$50,587,402	\$0
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Empl. Ben. Payment		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: 601

Agency Name: DEPARTMENT OF TRANSPORTATION

PUBLIC TRANSPORTATION ADVISORY COMM

Statutory Authorization: Transportation Code § 455.004
 Number of Members: 9
 Committee Status: Ongoing
 Date Created: 09/01/1991
 Date to Be Abolished: 12/31/2013
 Strategy (Strategies): 4-1-1 PUBLIC TRANSPORTATION

Advisory Committee Costs	Expended 2011	Estimated 2012	Budgeted 2013	Requested 2014	Requested 2015
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.07 FTEs)	\$2,249	\$3,374	\$2,812	\$2,812	\$2,812
Other Operating	\$1,624	\$3,200	\$3,200	\$3,200	\$3,200
Total, Committee Expenditures	\$3,873	\$6,574	\$6,012	\$6,012	\$6,012
Method of Financing					
STATE HIGHWAY FUND	\$3,873	\$6,574	\$6,012	\$6,012	\$6,012
Total, Method of Financing	\$3,873	\$6,574	\$6,012	\$6,012	\$6,012
Meetings Per Fiscal Year	4	6	5	5	5

Description and Justification for Continuation/Consequences of Abolishing

The authorizing legislation stipulates that the Public Transportation Advisory Committee (PTAC) advises the Texas Transportation Commission on needs and problems regarding the state's public transportation providers, comments on rule changes involving public transportation, and performs other duties as determined by the Commission. The number of meetings per fiscal year is approximately four to six; however, PTAC may meet more often when making recommendations on administrative code updates or handling items such as funding formula revisions. The frequency of meetings depends on the issues during the fiscal year. Over the past two years, the PTAC gave specific recommendations to the Commission on funding issues, participated in a number of major rule reviews, and provided a forum for providers to discuss policy issues.

The 79th Legislature added two additional members to this committee, one to represent the general public and another member with experience in the administration of health and human services programs. The 81st Legislature revised the membership eligibility guidelines and another members of the committee must be appointed by the governor, the lieutenant governor, and the speaker of the House of Representatives, who shall each appoint one member who represents a diverse cross-section of public transportation providers, one member who represents a diverse cross-section of transportation users, and one member who represents the general public.

An important direct link between the Commission and the transit industry would be severed if this committee were abolished. Without early input from the PTAC, the rule-making process would likely generate a more negative response from the provider community. The department would have to develop other means to obtain industry input on proposed or ongoing activities, and staff time and budgetary resources would have to be devoted to that effort. This committee will be abolished effective December 31, 2013, unless continued by affirmative vote of the Texas Transportation Commission.

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **DEPARTMENT OF TRANSPORTATION**

AVIATION ADVISORY COMM

Statutory Authorization: Transportation Code § 21.003
 Number of Members: 6
 Committee Status: Ongoing
 Date Created: 09/01/1991
 Date to Be Abolished: 12/31/2013
 Strategy (Strategies): 2-1-4

Advisory Committee Costs	Expended 2011	Estimated 2012	Budgeted 2013	Requested 2014	Requested 2015
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (.09 FTEs)	\$3,254	\$3,282	\$3,310	\$3,338	\$3,366
Other Operating	\$50	\$52	\$53	\$55	\$56
Total, Committee Expenditures	\$3,304	\$3,333	\$3,363	\$3,392	\$3,422
Method of Financing					
STATE HIGHWAY FUND	\$3,304	\$3,333	\$3,363	\$3,392	\$3,422
Total, Method of Financing	\$3,304	\$3,333	\$3,363	\$3,392	\$3,422
Meetings Per Fiscal Year	4	4	4	4	4

Description and Justification for Continuation/Consequences of Abolishing

The Aviation Advisory Committee is composed of six members appointed by the Texas Transportation Commission to advise the Commission and the department on aviation matters. The committee is created under Transportation Code 21.003. Each member must have at least ten years of successful experience as an aircraft pilot, or an aircraft facilities manager or a fixed-base operator. The committee must meet once a year, and on average, meets three or four times a year. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

The committee provides a direct link for a general aviation users' input into the Texas Airport System. This forum provides for an exchange of information between the state and the citizens to convey their needs and ideas for economic development of the aviation system. These members, as representatives of the Aviation Division, are able to furnish data on resources available to aviation users. Additionally, the committee is a direct source of information to the Commission for determination of the viability and effectiveness of the aviation program.

Abolition of the committee would make it more difficult and possibly more costly for the department to learn the needs of aviation users for implementation into the airport program; thereby, the effectiveness of the aviation program would be diminished. The Commission would not have a direct source of information outside the department for evaluation of the state aviation program. This committee was continued through December 31, 2013 by affirmative vote of the Texas Transportation Commission, Minute Order No. 112039.

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **DEPARTMENT OF TRANSPORTATION**

PORT AUTHORITY ADVISORY COMM

Statutory Authorization: Transportation Code § 55.006
Number of Members: 7
Committee Status: Ongoing
Date Created: 09/01/1998
Date to Be Abolished: 12/31/2013
Strategy (Strategies): 3-1-5 GULF WATERWAY

Advisory Committee Costs	Expended 2011	Estimated 2012	Budgeted 2013	Requested 2014	Requested 2015
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.2 FTEs)	\$21,150	\$21,330	\$21,511	\$21,694	\$21,878
Other Operating	\$2,101	\$2,164	\$2,229	\$2,296	\$2,365
Total, Committee Expenditures	\$23,251	\$23,494	\$23,740	\$23,990	\$24,243
Method of Financing					
STATE HIGHWAY FUND	\$23,251	\$23,494	\$23,740	\$23,990	\$24,243
Total, Method of Financing	\$23,251	\$23,494	\$23,740	\$23,990	\$24,243
Meetings Per Fiscal Year	2	2	2	2	2

Description and Justification for Continuation/Consequences of Abolishing

Senate Bill 370, 75th Legislature, 1997 required the department to create a Port Authority Advisory Committee (PAAC) to advise the Texas Transportation Commission and the department on matters relating to port authorities. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

In 2001, the 77th Legislature passed SB 1282 which added Chapter 55 to the Transportation Code, which created a second Port Authority Advisory Committee within the Department of Economic Development. In 2003, the 78th Legislature transferred the responsibilities of Chapter 55 to the Texas Department of Transportation.

The current Port Authority Advisory Committee is necessary for the implementation of Transportation Code, Chapter 55. A key component of Chapter 55 is the establishment of a general revenue account that funds port security, projects, and studies. This fund has not been capitalized by the legislature; therefore, the committee as outlined in Chapter 55 has been ineffective and could be suspended or abolished by the legislature until the general revenue fund is capitalized.

While the committee mandated by the Transportation Code could be abolished by the legislature based on the inability to fulfill the duties of Chapter 55, some form of the committee is still needed to facilitate communication between ports and the Texas Transportation Commission.

The Port Authority Advisory Committee will be abolished effective December 31, 2013, unless continued by affirmative vote of the Texas Transportation Commission.

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **DEPARTMENT OF TRANSPORTATION**

BICYCLE ADVISORY COMM

Statutory Authorization: Government Code, § 2001.031
 Number of Members: 7
 Committee Status: Ongoing
 Date Created: 07/23/2000
 Date to Be Abolished: 12/31/2013
 Strategy (Strategies): 3-1-4 ROUTINE MAINTENANCE

Advisory Committee Costs	<u>Expended 2011</u>	<u>Estimated 2012</u>	<u>Budgeted 2013</u>	<u>Requested 2014</u>	<u>Requested 2015</u>
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.05 FTEs)	\$3,700	\$5,200	\$5,244	\$5,289	\$5,334
Other Operating	\$450	\$4,000	\$4,080	\$4,162	\$4,245
Total, Committee Expenditures	\$4,150	\$9,200	\$9,324	\$9,451	\$9,579
Method of Financing					
STATE HIGHWAY FUND	\$4,150	\$9,200	\$9,324	\$9,451	\$9,579
Total, Method of Financing	\$4,150	\$9,200	\$9,324	\$9,451	\$9,579
Meetings Per Fiscal Year	2	2	2	2	2

Description and Justification for Continuation/Consequences of Abolishing

The Bicycle Advisory Committee (BAC) was created to provide the Texas Transportation Commission with insight from the perspective of bicyclists. The primary mission of the committee is to advise the Commission on bicycle issues. The BAC provides a forum for communication among the Texas Department of Transportation, bicyclists and the public. The committee also acts as a citizens committee to evaluate, rank and recommend Safe Routes to School Projects. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

The abolition of this committee would deny the Texas Transportation Commission reasonable public input from the Texas bicycle community. This input is necessary as the department seeks to meet the mandates of state and federal transportation legislation to promote and foster a multimodal transportation system including the use of non-motorized transportation.

This committee will be abolished effective December 31, 2013, unless continued by affirmative vote of the Texas Transportation Commission.

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 82nd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: 601

Agency Name: DEPARTMENT OF TRANSPORTATION

TTC I-35 ADVISORY COMMITTEE

Statutory Authorization: Government Code, § 2001.031
 Number of Members: 18
 Committee Status: Abolished.
 Date Created: 3/31/2008
 Date to Be Abolished: 12/31/2013
 Strategy (Strategies): 1-1-1 PLAN/DESIGN/MANAGE

Advisory Committee Costs	<u>Expended 2011</u>	<u>Estimated 2012</u>	<u>Budgeted 2013</u>	<u>Requested 2014</u>	<u>Requested 2015</u>
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.0 FTEs)	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Total, Committee Expenditures	\$0	\$0	\$0	\$0	\$0
Method of Financing					
STATE HIGHWAY FUND	\$0	\$0	\$0	\$0	\$0
Total, Method of Financing	\$0	\$0	\$0	\$0	\$0
Meetings Per Fiscal Year	0	0	0	0	0

Description and Justification for Continuation/Consequences of Abolishing

Pursuant to 43 TAC §1.85(a)(5), the Texas Transportation Commission, by Minute Order 111294, March 31, 2008, created an advisory committee concerning the Trans-Texas Corridor or a project that is part of the Trans-Texas Corridor for the purpose of facilitating and achieving support and consensus from affected communities, governmental entities, and other interested parties in the planning of the Trans-Texas Corridor and in the establishment of development plans for a project that is part of the Trans-Texas Corridor. The Trans-Texas Corridor advisory committee shall provide advice and recommendations to the Texas Department of Transportation regarding facilities to be included in a development plan for the Trans-Texas Corridor or a project that is part of the Trans-Texas Corridor. The advisory committee shall be composed of not more than 18 members, and shall report its advice and recommendations to the executive director of the department or designee. The committee must meet once a year, and on average meets three-four times a year. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

The abolition of this committee would deny the Commission the reasonable input from interested corridor communities wishing to express opinions with regard to the Trans-Texas Corridor and its impact on transportation. The committee's advice and recommendations provide the Commission and the department with community concerns to be considered in formulating department policies concerning the Texas transportation system.

The committee became inactive as of July 20, 2010. (This advisory committee may be abolished at any time by the commission, but in no event may the committee continue beyond completion of the project for which the committee is created.)

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **DEPARTMENT OF TRANSPORTATION**

BORDER TRADE ADVISORY COMM

Statutory Authorization: Transportation Code § 201.114
 Number of Members: 30
 Committee Status: Ongoing
 Date Created: 06/17/2005
 Date to Be Abolished: 12/31/2013
 Strategy (Strategies): 1-1-1 PLAN/DESIGN/MANAGE

Advisory Committee Costs

	<u>Expended 2011</u>	<u>Estimated 2012</u>	<u>Budgeted 2013</u>	<u>Requested 2014</u>	<u>Requested 2015</u>
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	0	0	0	0	0
Other Expenditures in Support of Committee Activities					
Personnel (0.1 FTEs)	\$1,300	\$1,565	\$1,580	\$1,595	\$1,610
Other Operating	\$0	\$0	\$0	\$2,000	\$2,000
Total, Committee Expenditures	\$1,300	\$1,565	\$1,580	\$3,595	\$3,610
Method of Financing					
STATE HIGHWAY FUND	\$1,300	\$1,565	\$1,580	\$3,595	\$3,610
Total, Method of Financing	\$1,300	\$1,565	\$1,580	\$3,595	\$3,610
Meetings Per Fiscal Year	4	4	4	4	4

Description and Justification for Continuation/Consequences of Abolishing

Senate Bill 183, as passed by the 79th Legislature, pursuant to Transportation Code, §201.114, the Border Trade Advisory Committee was established to define and develop a strategy and make recommendations to the Texas Transportation Commission and Governor for addressing the highest priority border trade transportation challenges. In determining action to be taken on the recommendations, the commission shall consider the importance of trade with the United Mexican States, potential sources of infrastructure funding at border ports, and the value of trade activity in the department's districts adjacent to the border with the United Mexican States.

The abolition of this committee would deny the Texas Transportation Commission the reasonable input from interested border communities and stakeholders wishing to express opinions with regard to border trade issues and their impact on transportation. The committee's advice and recommendations provide the commission and the department with border trade information to be considered in formulating department policies concerning the Texas transportation system.

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: 601

Agency Name: DEPARTMENT OF TRANSPORTATION

TTC I-69 ADVISORY COMMITTEE

Statutory Authorization: Government Code, § 2001.031
 Number of Members: 18
 Committee Status: Abolished.
 Date Created: 3/31/2008
 Date to Be Abolished: 12/31/2013
 Strategy (Strategies): 1-1-1 PLAN/DESIGN/MANAGE

Advisory Committee Costs

	<u>Expended 2011</u>	<u>Estimated 2012</u>	<u>Budgeted 2013</u>	<u>Requested 2014</u>	<u>Requested 2015</u>
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.0 FTEs)	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Total, Committee Expenditures	\$0	\$0	\$0	\$0	\$0
Method of Financing					
STATE HIGHWAY FUND	\$0	\$0	\$0	\$0	\$0
Total, Method of Financing	\$0	\$0	\$0	\$0	\$0
Meetings Per Fiscal Year	0	0	0	0	0

Description and Justification for Continuation/Consequences of Abolishing

Pursuant to 43 TAC §1.85(a)(5), the Texas Transportation Commission, by Minute Order 111294, March 31, 2008, created an advisory committee concerning the Trans-Texas Corridor or a project that is part of the Trans-Texas Corridor for the purpose of facilitating and achieving support and consensus from affected communities, governmental entities, and other interested parties in the planning of the Trans-Texas Corridor and in the establishment of development plans for a project that is part of the Trans-Texas Corridor. The committee must meet once a year, and on average meets three-four times a year. Authority to reimburse travel expenses to advisory committee members was eliminated by the 78th Legislature.

The abolition of this committee would deny the commission the reasonable input from interested corridor communities wishing to express opinions with regard to the Trans-Texas Corridor and its impact on transportation. The committee's advice and recommendations provide the commission and the department with community concerns to be considered in formulating department policies concerning the Texas transportation system.

The committee became inactive as of November 4, 2008. (This advisory committee may be abolished at any time by the commission, but in no event may the committee continue beyond completion of the the project for which the committee is created.)

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
 83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
 Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **DEPARTMENT OF TRANSPORTATION**

SB 1420 ADVISORY COMMITTEE FOR I-35 E

Statutory Authorization: Transportation Code, §228.013
 Number of Members: 8
 Committee Status: Abolished
 Date Created: 11/10/2011
 Date to Be Abolished: 43 TAC §27.92(d), when report submitted
 Strategy (Strategies): 1-1-1 PLAN/DESIGN/MANAGE

Advisory Committee Costs	Expended 2011	Estimated 2012	Budgeted 2013	Requested 2014	Requested 2015
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.13 FTEs)	\$0	\$18,252	\$0	\$0	\$0
Other Operating	\$0	\$8,403	\$0	\$0	\$0
Total, Committee Expenditures	\$0	\$26,655	\$0	\$0	\$0
Method of Financing					
STATE HIGHWAY FUND	\$0	\$26,655	\$0	\$0	\$0
Total, Method of Financing	\$0	\$26,655	\$0	\$0	\$0
Meetings Per Fiscal Year	0	7	0	0	0

Description and Justification for Continuation/Consequences of Abolishing

Senate Bill 1420, 82nd Legislature, Regular Session, 2011, applies to TxDOT toll projects in which a private entity has a financial interest in the project's performance. SB 1420 added Transportation Code, Section 228.013 requiring that the distribution of the project's financial risk, the method of financing for the project, and the tolling structure and methodology must be determined by a SB 1420 Committee consisting of a representative from TxDOT, any local toll project entity for the area in which the project is located, the applicable metropolitan planning organization (MPO), and each municipality or county that has provided revenue or right of way. The I-35 E SB 1420 Committee included representatives from NCTCOG, NTTA, Denton County, Dallas County, City of Carrollton, City of Lewisville, City of Denton, and TxDOT.

The committee became inactive as of March 26, 2012. (This advisory committee may be abolished at any time by the commission, but in no event may the committee continue beyond completion of the project for which the committee is created.)

6.F. ADVISORY COMMITTEE SUPPORTING SCHEDULE
83rd REGULAR SESSION, AGENCY SUBMISSION, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **DEPARTMENT OF TRANSPORTATION**

SB 1420 ADVISORY COMMITTEE FOR GRAND PKWY

Statutory Authorization: Transportation Code, §228.013
Number of Members: 5
Committee Status: Abolished.
Date Created: 11/29/2011
Date to Be Abolished: 43 TAC §27.92(d), when report submitted
Strategy (Strategies): 1-1-1 PLAN/DESIGN/MANAGE

Advisory Committee Costs	<u>Expended 2011</u>	<u>Estimated 2012</u>	<u>Budgeted 2013</u>	<u>Requested 2014</u>	<u>Requested 2015</u>
Committee Members Direct Expenses					
Travel	\$0	\$0	\$0	\$0	\$0
Other Operating	\$0	\$0	\$0	\$0	\$0
Other Expenditures in Support of Committee Activities					
Personnel (0.035 FTEs)	\$0	\$12,250	\$0	\$0	\$0
Other Operating	\$0	\$1,225	\$0	\$0	\$0
Total, Committee Expenditures	\$0	\$13,475	\$0	\$0	\$0
Method of Financing					
STATE HIGHWAY FUND	\$0	\$13,475	\$0	\$0	\$0
Total, Method of Financing	\$0	\$13,475	\$0	\$0	\$0
Meetings Per Fiscal Year	0	3	0	0	0

Description and Justification for Continuation/Consequences of Abolishing

For a TxDOT toll project in which a private entity has a financial interest in the project's performance, a SB 1420 Committee is to be formed to determine the distribution of the project's financial risk, the method of financing for the project, and the tolling structure and methodology. The Grand Parkway SB 1420 Committee was created for this purpose.

The committee became inactive as of February 8, 2012. (This advisory committee may be abolished at any time by the commission, but in no event may the committee continue beyond completion of the the project for which the committee is created.)

6.G HOMELAND SECURITY FUNDING SCHEDULE -PART A TERRORISM

83RD REGULAR SESSION, AGENCY SUBMISSION, VERSION 1

Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

CODE DESCRIPTION	2011	2012	2013	2014	2015
OBJECTS OF EXPENSE:					
2009 Other Operating Expenses	\$2,148,291	\$2,545,515	\$3,500,000	\$3,556,700	\$3,614,930
TOTAL, OBJECT OF EXPENSE	\$2,148,291	\$2,545,515	\$3,500,000	\$3,556,700	\$3,614,930
METHOD OF FINANCING:					
0006 State Highway Fund	\$2,148,291	\$2,545,515	\$3,500,000	\$3,556,700	\$3,614,930
TOTAL, METHOD OF FINANCING:	\$2,148,291	\$2,545,515	\$3,500,000	\$3,556,700	\$3,614,930
FULL-TIME-EQUIVALENT POSITIONS:	0.00	0.00	0.00	0.00	0.00
FUNDS PASSED THROUGH TO LOCAL ENTITIES	\$0	\$0	\$0	\$0	\$0
FUNDS PASSED THROUGH TO OTHER STATE AGENCIES OR INSTITUTIONS OF HIGHER EDUCATION	\$0	\$0	\$0	\$0	\$0

USE OF HOMELAND SECURITY FUNDS:

This funding is used for vehicle screening, armed security as needed, prevention of hazardous material from boarding the vessels, and traffic control in the staging area.

6.E HOMELAND SECURITY FUNDING SCHEDULE -PART B
83RD REGULAR SESSION, AGENCY SUBMISSION, VERSION 1
Automated Budget and Evaluation System of Texas (ABEST)

Agency Code: **601**

Agency Name: **TEXAS DEPARTMENT OF TRANSPORTATION**

CODE DESCRIPTION	2011	2012	2013	2014	2015
OBJECTS OF EXPENSE:					
1001 Salaries and Wages	\$1,139,904	\$424,443	\$0	\$0	\$0
1002 Other Personnel Costs	\$0	\$0	\$0	\$0	\$0
2001 Professional Fees and Services	\$0	\$0	\$0	\$0	\$0
2002 Fuels and Lubricants	\$122,897	\$108,840	\$0	\$0	\$0
2003 Consumable Supplies	\$80	\$32	\$0	\$0	\$0
2004 Utilities	\$0	\$0	\$0	\$0	\$0
2005 Travel	\$2,812	\$1,881	\$0	\$0	\$0
2006 Rent - Building	\$0	\$0	\$0	\$0	\$0
2007 Rent - Machine and Other	\$0	\$480	\$0	\$0	\$0
2008 Debt Service	\$0	\$0	\$0	\$0	\$0
2009 Other Operating Expenses	\$9,459	\$35,685	\$0	\$0	\$0
3001 Client Services	\$0	\$0	\$0	\$0	\$0
4000 Grants	\$0	\$0	\$0	\$0	\$0
5000 Capital Expenditures	\$0	\$0	\$0	\$0	\$0
TOTAL, OBJECT OF EXPENSE	\$1,275,152	\$571,361	\$0	\$0	\$0
METHOD OF FINANCING:					
0006 State Highway Fund	(0)	0	\$0	\$0	\$0
Subtotal, MOF (Other Funds)					
8082 Federal Reimbursements					
CFDA 00.601.001, FHWA FEMA Disaster	\$1,275,152	\$571,361	\$0	\$0	\$0
CFDA 20.205.000, Highway Planning and Construction	\$0	\$0	\$0	\$0	\$0
Subtotal, MOF (Federal Funds)	\$1,275,152	\$571,361	\$0	\$0	\$0
TOTAL, METHOD OF FINANCING:	\$1,275,152	\$571,361	\$0	\$0	\$0
FULL-TIME-EQUIVALENT POSITIONS:	17.05	8.92	0.00	0.00	0.00

USE OF HOMELAND SECURITY FUNDS:

In 2011 and 2012, Homeland Security funds were expended from a variety of sources. These funds were used to alleviate suffering and hardship from Wildfires, and to protect the public. Funds were used for traffic control on and off the highway system, and debris removal from public lands, and other assistance to the public.

6.H. Estimated Total of All Agency Funds Outside the GAA Bill Pattern
Texas Department of Transportation

ESTIMATED GRAND TOTAL OF AGENCY FUNDS OUTSIDE THE 2010-11 GAA BILL PATTERN	\$ 624,665,985
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Fund Name Turnpike Authority Project Disbursing Account	
Estimated Beginning Balance in FY 2012	\$ 429,635,828
Estimated Revenues FY 2012	\$ 90,547,031
Estimated Revenues FY 2013	\$ 98,251,602
FY 2012-13 Total	\$ 618,434,461
Estimated Beginning Balance in FY 2014	\$ 406,208,041
Estimated Revenues FY 2014	\$ 105,431,849
Estimated Revenues FY 2015	\$ 113,026,095
FY 2014-15 Total	\$ 624,665,985
Constitutional or Statutory Creation and Use of Funds:	
(1) Tex. Trans. Code, Chapter 222& Texas Gov't Code, Chapter 1371	
Method of Calculation and Revenue Assumptions:	
Based on Debt Service schedules and estimates for future project expenses.	

6.I 10% Biennial based reduction options
 83RD REGULAR SESSION, AGENCY SUBMISSION, VERSION 1
 Automated Budget and Evaluation System of Texas (ABEST)

Approved Reduction Amount

(\$234,645)

Agency Code: 601			Agency Name: Texas Department of Transportation									
Rank	Reduction Item		Biennial Application of 10% Percent Reduction				FTE Reductions (FY 2014-15 Base Request Compared to Budgeted 2013)		Revenue Impact? Y/N	Cumulative GR-related reduction as a % of Approved Base		
			GR	GR-Dedicated	Federal	Other	All Funds	FY 12			FY 13	
1	E.1.5	Rail Safety	(234,645)					(234,645)	0.0	0.0	N	10.0%
	Agency Biennial Total		\$ (234,645)	\$ -	\$ -	\$ -	\$ (234,645)	0.0	0.0			10.0%
	Agency Biennial Total (GR + GR-D)		\$ (234,645)									

Rank / Name Any reductions assessed will be applied pro-rata to all reduction items listed.

Explanation of Impact to Programs and Revenue Collections

1 Rail Safety

The revenues for this program are directly collected from Texas railroad operators in order to cover the costs associated with this program. A 10% reduction would compromise this program and result in fewer rail inspections which would place the public at a greater risk for rail accidents.

