

# FY 2023-2026 STIP

## Fiscal Constraint Documentation - February 2024 Quarterly Revision

Estimated Revenues	FY 2023	FY 2024	FY 2025	FY 2026
Apportionment - IJA levels	\$5,271,224,439	\$5,376,655,920	\$5,484,196,031	\$5,593,886,930
Public Transportation and Traffic Safety	\$149,323,835	\$139,622,815	\$141,562,506	\$141,563,000
Research	\$24,804,100	\$20,580,286	\$20,132,787	\$20,133,000
Aviation	\$50,891,302	\$50,000,000	\$50,000,000	\$50,000,000
BFP - Main and Off-system	\$115,361,082	\$115,361,082	\$115,361,082	\$115,361,082
NEVI	\$86,853,980	\$86,853,980	\$86,853,980	\$86,853,980
Remaining apportionment from CRRSAA MPO, NHPP Exempt, DNI, etc	\$463,752,643	\$0	\$0	\$0
Remaining COVID Reimbursements	\$ 21,709,846	\$ 16,524,153	\$ -	\$ -
<b>Federal</b>	<b>\$6,183,921,227</b>	<b>\$5,805,598,236</b>	<b>\$5,898,106,386</b>	<b>\$6,007,797,992</b>
<i>Obsolete item removed</i>	\$ -	\$ -	\$ -	\$ -
Available funds from prior year	\$ -	\$ 4,088,641,894	\$ 7,035,216	\$ 2,655,385,083
<b>Amount of Short-Term Borrowing Used</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Motor Fuel Tax	\$ 2,820,607,781	\$ 2,874,247,000	\$ 2,928,963,000	\$ 2,984,781,000
Registration Fees	\$ 1,636,503,126	\$ 1,729,214,000	\$ 1,809,966,000	\$ 1,901,053,000
Lubricant Sales Tax	\$ 37,500,000	\$ 38,000,000	\$ 39,000,000	\$ 39,390,000
Fund 927 Reimbursements	\$ 229,645,551	\$ 192,754,418	\$ 192,754,418	\$ 192,754,418
Certificate of Title (State CMAQ)	\$ 95,054,042	\$ 93,225,996	\$ 94,667,004	\$ 96,129,000
Misc Revenue	\$ 90,983,765	\$ 140,000,000	\$ 141,400,000	\$ 142,810,000
Deposit Interest	\$ 47,705,145	\$ 19,663,413	\$ 5,467,935	\$ 920,677
Other Agency Revenue	\$ 115,910,826	\$ 115,054,000	\$ 117,355,000	\$ 119,702,000
<b>Local Match</b>	<b>\$ 22,502,632</b>	<b>\$ 81,452,861</b>	<b>\$ 190,952,476</b>	<b>\$ 43,922,680</b>
TMF Taxes & Fees	\$ 565,908,985	\$ 523,043,041	\$ 536,427,511	\$ 542,469,974
TMF Bond Proceeds	\$ -	\$ 1,000,000,000	\$ 1,000,000,000	\$ -
Prop 1	\$ 3,801,714,860	\$ 3,252,231,462	\$ 3,737,558,209	\$ 4,010,193,940
Prop 7	\$ 3,254,600,724	\$ 3,330,452,038	\$ 3,343,332,683	\$ 3,363,768,835
<b>General Revenue</b>	<b>\$ 201,938,277</b>	<b>\$ 461,615,218</b>	<b>\$ 49,615,218</b>	<b>\$ 730,218</b>
<b>State Funds Available for Re-obligation Due to AC Conversions</b>	<b>\$ 450,000,000</b>	<b>\$ 200,000,000</b>	<b>\$ 150,000,000</b>	<b>\$ 100,000,000</b>
<b>**CAT 3 Non-Traditional Funding</b>	<b>\$ 4,148,325,936</b>	<b>\$ 5,168,866,851</b>	<b>\$ 924,009,290</b>	<b>\$ 2,311,273,127</b>
<b>State</b>	<b>\$ 17,518,901,651</b>	<b>\$ 23,308,462,192</b>	<b>\$ 15,268,503,959</b>	<b>\$ 18,505,283,952</b>

Total Available Funding	FY 2023	FY 2024	FY 2025	FY 2026
	<b>\$ 23,702,822,877</b>	<b>\$29,114,060,428</b>	<b>\$21,166,610,345</b>	<b>\$24,513,081,944</b>

Estimated Expenditures	FY 2023	FY 2024	FY 2025	FY 2026
Summary from TIPS of state funding in Cat 1-12	\$ 5,138,435,416	\$ 11,170,188,204	\$ 6,149,649,712	\$ 9,425,046,509
<b>**CAT 3 Non-Traditional Funding</b>	<b>\$ 4,148,325,936</b>	<b>\$ 5,168,866,851</b>	<b>\$ 924,009,290</b>	<b>\$ 2,311,273,127</b>
LET projects from 21-24 STIP (Reassessment)	\$ (1,183,948,809)			
Grouped Project <b>Cat 1, 6, 8, and 9 in UTP</b> (see ROW 67-73)	\$ 3,525,850,167	\$ 3,935,250,977	\$ 3,255,173,679	\$ 2,931,763,480
<b>TxDOT Operating Expenses</b>	<b>\$ 6,916,055,472</b>	<b>\$ 7,999,645,739</b>	<b>\$ 7,402,748,553</b>	<b>\$ 7,470,723,227</b>
<b>State Share of Existing Project Payments</b>	<b>\$ 90,377,850</b>	<b>\$ 95,406,441</b>	<b>\$ 75,908,028</b>	<b>\$ 70,221,160</b>
Other Operating Expenses from SHF	\$ 529,084,951	\$ 537,667,000	\$ 553,736,000	\$ 555,496,967
Repayment of Short-term Borrowing*			\$ -	\$ -
<b>AC Conversions</b>	<b>\$ 450,000,000</b>	<b>\$ 200,000,000</b>	<b>\$ 150,000,000</b>	<b>\$ 100,000,000</b>
<b>Expenditures</b>	<b>\$ 19,614,180,983</b>	<b>\$ 29,107,025,212</b>	<b>\$ 18,511,225,262</b>	<b>\$ 22,864,524,470</b>
2024 UTP - Cat 1	\$ 2,792,630,000	\$ 2,916,751,355	\$ 2,326,526,712	\$ 1,979,698,289
2024 UTP - Cat 6	\$ 407,848,112	\$ 576,000,000	\$ 500,000,000	\$ 457,014,622
2024 UTP - Cat 8	\$ 365,086,173	\$ 372,390,477	\$ 379,838,771	\$ 387,436,029
2024 UTP - Cat 9	\$ 167,599,130	\$ 172,561,105	\$ 176,012,551	\$ 179,533,025
<b>Source - 2024 UTP (CAT 1,6,8,9) Project Category Totals FY 2024-2026</b>	<b>\$ 3,733,163,415</b>	<b>\$ 4,037,702,937</b>	<b>\$ 3,382,378,034</b>	<b>\$ 3,003,681,965</b>
<b>CAT 1,6,8,9) Listed in February 2024 Revision</b>	<b>\$ 207,313,248</b>	<b>\$ 102,451,960</b>	<b>\$ 127,204,355</b>	<b>\$ 71,918,485</b>
Remaining Grouped Funding	\$ 3,525,850,167	\$ 3,935,250,977	\$ 3,255,173,679	\$ 2,931,763,480
<b>Balance</b>	<b>\$ 4,088,641,894</b>	<b>\$ 7,035,216</b>	<b>\$ 2,655,385,083</b>	<b>\$ 1,648,557,474</b>

<b>*Available Short-Term Borrowing (\$2.7B)</b>	\$ -	\$ -	\$ -	\$ -
Short Term Borrowing Needed	\$ -	\$ -	\$ -	\$ -

**Source for Fiscal Constraint Demonstration - Draft 2025 UTP Forecast (Sep 2023)**

*\*Short term borrowing repayment will occur over 2026-2027 Biennium - If applicable*

**\*\* CAT 3 Non-traditional Funding :** Transportation-related projects that qualify for funding from sources not traditionally part of the SHF

	FY 2023	FY 2024	FY 2025	FY 2026
<b>Local Match - November 2023 Quarterly Revision</b>	<b>\$62,502,632</b>	<b>\$121,452,861</b>	<b>\$230,952,476</b>	<b>\$83,922,680</b>