



# **FY 2026-2027 LEGISLATIVE APPROPRIATIONS REQUEST (LAR) Discussion Item**



July 30, 2024

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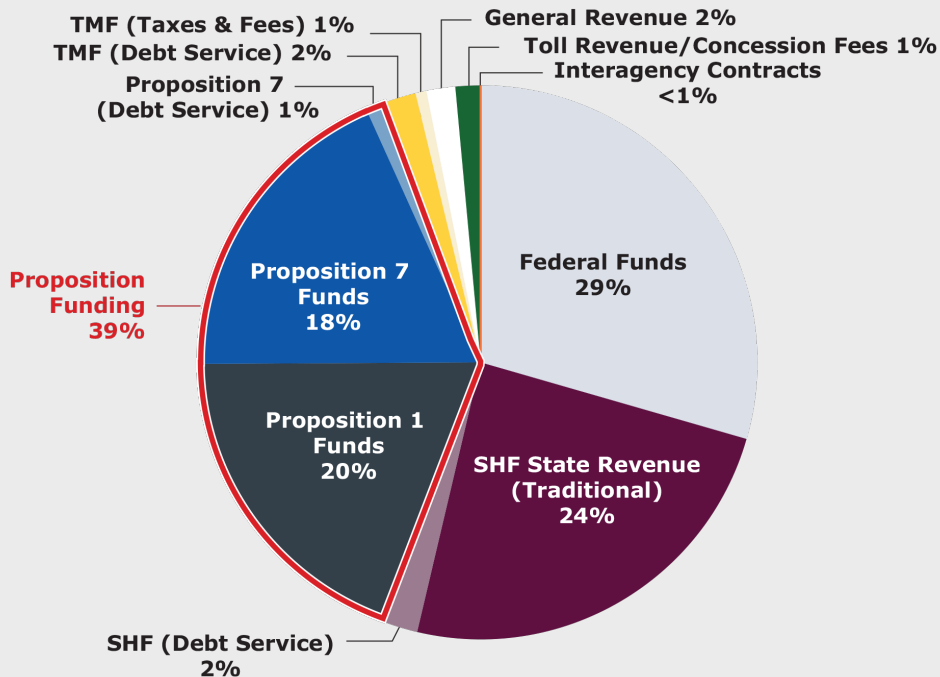
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## FY 2026-27 Baseline Request

Goals	FY 2024-25 GAA	FY 2026-27 LAR
Project Development and Delivery	\$28,149,286,991	\$31,019,194,678
Routine Transportation System Maintenance	\$4,606,533,983	\$5,386,632,250
Optimize Services and Systems	\$841,632,100	\$827,802,981
Enhance Rail Transportation	\$31,420,106	\$22,828,733
Indirect Administration	\$878,585,385	\$971,399,187
Debt Service Payments	\$2,204,809,000	\$2,126,000,000
Develop Toll Subaccount Projects	\$465,000,000	\$592,000,000
Salary Adjustments*	\$138,596,433	\$0
<b>Grand Total</b>	<b>\$37,315,863,998</b>	<b>\$40,945,857,829</b>

\* Specific Goal created by 88<sup>th</sup> Texas Legislature for FY 2024-25 for statewide salary adjustments

# Budget Sources 2026-27

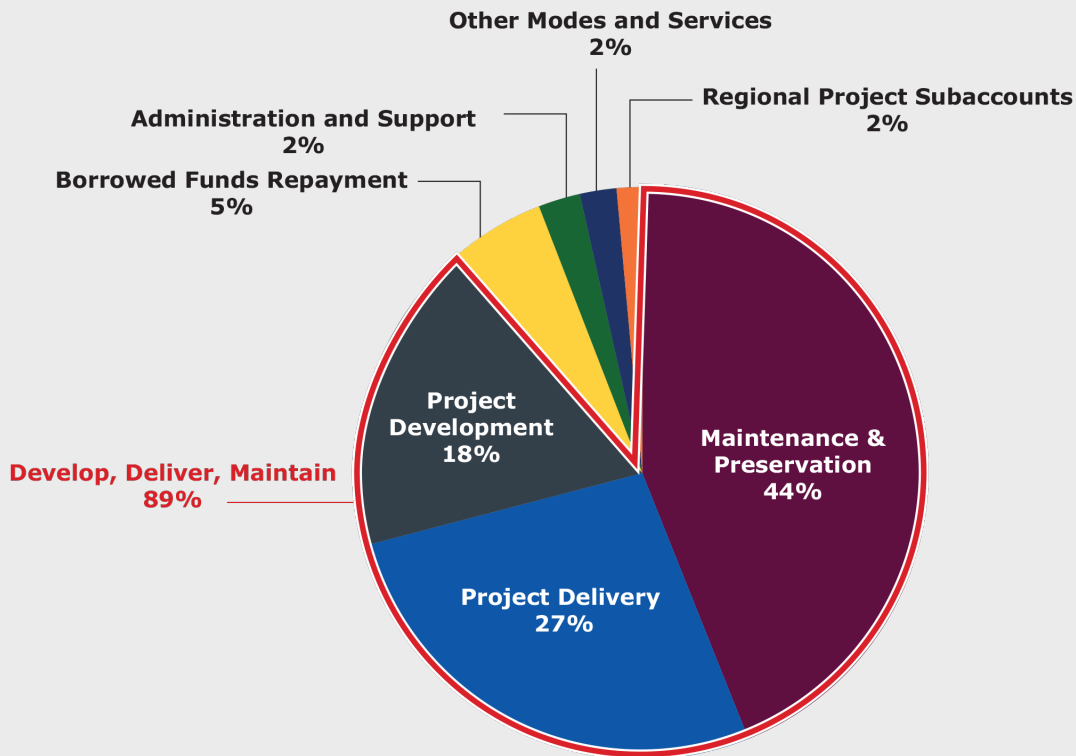


## BUDGET SOURCES


Federal Funds	\$12.06 billion
SHF (Traditional)	\$9.92 billion
SHF (Debt Service)	\$0.80 billion
Proposition 1 Funds	\$7.89 billion
Proposition 7 Funds	\$7.50 billion
Proposition 7 (Debt Service)	\$0.50 billion
TMF (Debt Service)	\$0.72 billion
TMF (Taxes & Fees)	\$0.26 billion
General Revenue	\$0.69 billion
Toll Revenue/Concession Fees	\$0.59 billion
Interagency Contracts	\$0.01 billion
<b>Total</b>	<b>\$40.94 billion</b>

\*Totals and percentages may not sum due to rounding

# Budget Uses 2026-27



## BUDGET USES

	Maintenance & Preservation	\$17.99 billion
	Project Delivery	\$11.05 billion
	Project Development	\$7.36 billion
	Borrowed Funds Repayment	\$2.13 billion
	Administration and Support	\$0.97 billion
	Other Modes and Services	\$0.85 billion
	Regional Project Subaccounts	\$0.59 billion
<b>Total</b>		<b>\$40.94 billion</b>

\*Totals and percentages may not sum due to rounding

# Rider Revisions/Deletions/New (DRAFT)

- **Revision Examples:**

- **Rider 8 Aviation Services Appropriations:** *Add General Revenue (GR) as a funding source to the biennial UB rider*
- **Rider 18 Additional Funds:** *Remove Proposition 1/7 from requirement to receive LBB and Governor's approval for deposits higher than estimated that are constitutionally dedicated to the State Highway Fund.*

- **Deletion Example:**

- **Rider 13 Full-time Equivalent: Summer Hire Program:** *This rider is duplicative of Article IX, Section 6.10, which already addresses the reporting of interns.*

- **New Rider Example:**

- **Unexpended Balances Appropriation: Transportation Items and Acquisition of Capital Equipment and Items.** *Any unobligated and unexpended balances of funds remaining as of August 31, 2025, that were appropriated to the Department of Transportation for the 2024-25 biennium for capital budget items in the Transportation Items capital budget category (estimated to be \$0) and the Acquisition of Capital Equipment and Items capital budget category (estimated to be \$0), and are appropriated for the fiscal biennium beginning September 1, 2025, for the same purpose.*



# Capital Budget Items Requests

IT Related Capital Budget Item	2024-25 GAA /Supp	FY26-27 LAR Amount
Acquisition of Information Resource Technologies	\$164,837,206	\$167,449,257
Data Center Consolidation	\$120,520,750	\$140,017,850
Centralized Accounting and Payroll/Personnel System (CAPPS)	\$24,114,928	\$30,949,906
Cybersecurity	\$41,688,960	\$36,035,721
Legacy Modernization	\$15,450,000	\$19,052,429
<b>IT Related Capital Budget Total</b>	<b>\$366,611,844</b>	<b>\$393,505,163</b>

Non-IT Capital Budget Item	FY24-25 GAA/Supp*	FY 26-27 LAR Amount
Acquisition of Land and Other Real Property	\$11,900,000	\$21,200,000
Construction of Buildings and Facilities	\$246,650,000	\$224,000,000
Repair or Rehabilitation of Buildings and Facilities	\$37,350,000	\$42,000,000
Transportation Items	\$31,009,632	\$39,297,116
Acquisition of Capital Equipment and Items	\$181,700,750	\$262,440,000
<b>Non-IT Capital Budget Related Total</b>	<b>\$508,610,382</b>	<b>\$588,937,116</b>

<b>Total Capital Budget</b>	<b>\$875,222,226</b>	<b>\$982,442,279</b>
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All items are presented for discussion with the commission. Final decisions on what will or will not be presented to the commission for consideration for inclusion in TxDOT's FY2026-27 LAR have not been made.

# Exceptional Items Discussion

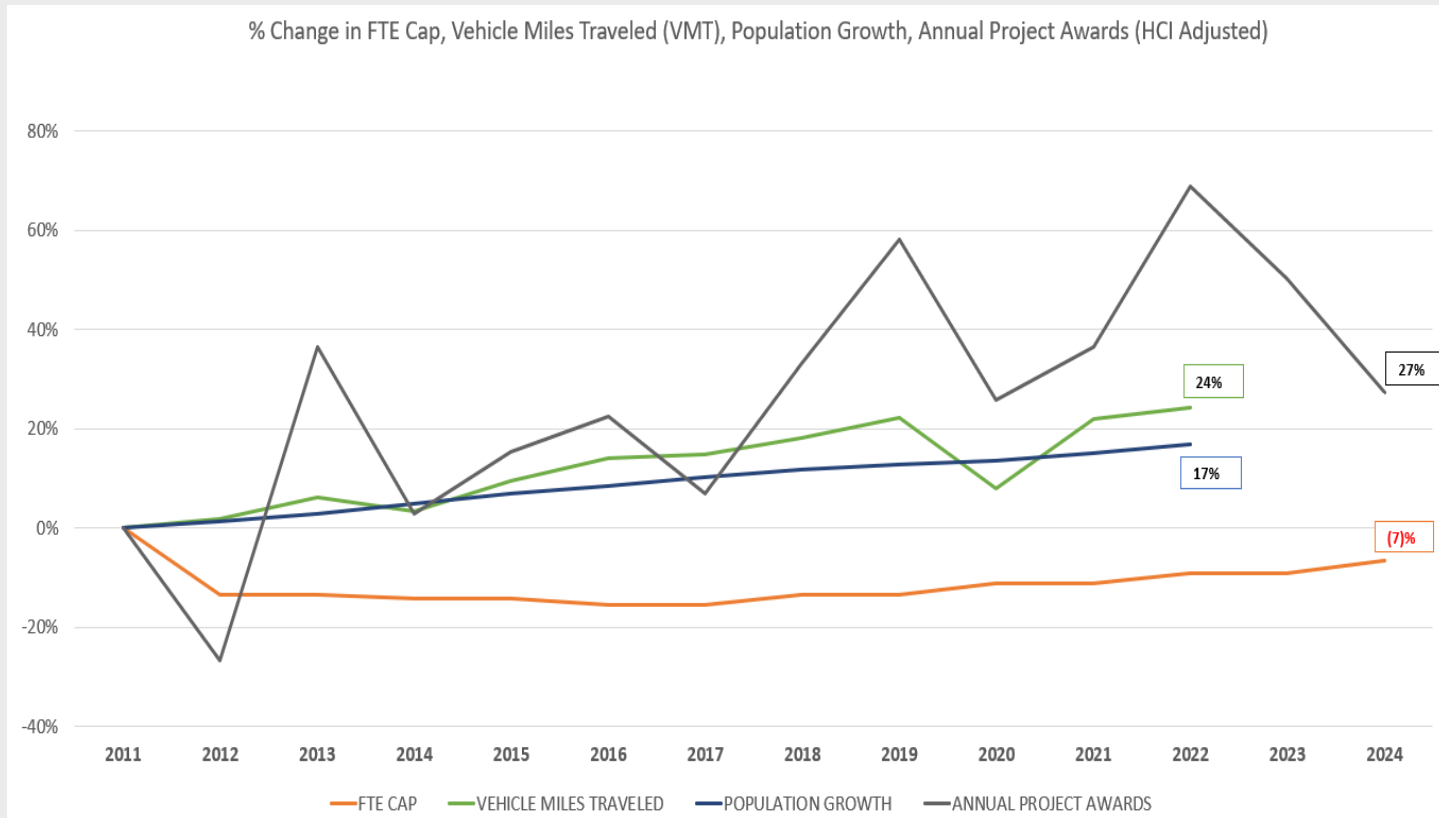
Priority	Potential Exceptional Items	FY26-27 Draft LAR Amount
1	Additional Full-Time Equivalents (FTEs)	*
2	<b>Public Transit</b> - 2020 Census Impacts: Sustain State Transit Program Per Capita Funding Levels	\$3,770,000
3	<b>Aviation</b> - Aviation Facilities Development Program (AFDP) and the Routine Airport Maintenance Program (RAMP) Funding	\$94,000,000
4	<b>Aviation</b> - Flight Services Fuel Facility Improvements	\$20,000,000
5	<b>Maritime</b> - Ports Capital Investment - Port Authority Advisory Committee (PAAC)	\$900,000,000
6	<b>Maritime</b> - Brazos River Flood Gates West Gate Construction	\$140,000,000
7	<b>Rail</b> - Amtrak Heartland Flyer Financial Support	\$2,126,450
8	<b>Public Transit</b> - Rural Area Program State of Good Repair	\$25,000,000
9	<b>Maritime</b> - Ship Channel Improvement Revolving Fund - Port Authority Advisory Committee (PAAC)	\$200,000,000
10	<b>Rail</b> - Local Rail Grade Crossing Separations	\$175,000,000
11	<b>Rail</b> - Short Line Development	\$25,000,000
	<b>Total</b>	<b>\$1,584,896,450</b>

\*No additional general revenue amounts requested as they would be funded within various strategy amounts

All items are presented for discussion with the commission. Final decisions on what will or will not be presented to the commission for consideration for inclusion in TxDOT's FY2026-27 LAR have not been made.



# Percentage Growth Comparisons



## Observations:

- VMT has outpaced Population growth
- Project Awards adjusted for Highway Cost Index (HCI) challenged to keep up with VMT growth
- TxDOT staffing has not kept up with increased population, traffic, or project awards growth

## Full Time Equivalents (FTE): Draft LAR Recommendations

TxDOT Operations FTE Request	FY2026-27 Draft LAR
<b>District Operations</b> (i.e. Roadway Maintenance, Project Delivery, Contract Management, Inspections)	214
<b>Engineering Operations</b> (i.e. Bridge, Construction, Maintenance, Material Testing, Traffic Safety)	15
<b>Project Development</b> (i.e. Design, Prof. Eng., Right of Way, Planning & Programming, Alternative Delivery)	20
<b>Multi-Modal</b> (i.e. Aviation, Maritime, Public Transportation, Rail)	18
<b>Support</b> (i.e. Fleet, Civil Rights, Human Resources, Communications, Procurement, Occupational Safety, Information Technology, Research, Strategic Planning)	34
<b>Total FTE Draft Request</b>	<b>301</b>

FY24-25 FTE Cap:  
**13,157**

FY26-27 LAR Request:  
**13,458**

All items are presented for discussion with the commission. Final decisions on what will or will not be presented to the commission for consideration for inclusion in TxDOT's FY2026-27 LAR have not been made.

# **Legislative Appropriations Request for Fiscal Years 2026 and 2027**

Submitted to the  
Office of the Governor, Budget and Policy Division,  
and the Legislative Budget Board  
by



August 2024

## FY 2026-2027 Legislative Appropriations Request

### Administrator's Statement

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

- Chair: J. Bruce Bugg, Jr., San Antonio, 2015 - 2027
- W. Alvin New, San Angelo, 2018 - 2027
- Robert C. Vaughn, Dallas, 2019 - 2025
- Alejandro “Alex” G. Meade III, Mission, 2023 - 2025
- Steven D. Alvis, Houston, 2023 - 2029

### Introduction

In the past decade, Texas has experienced a remarkable transformation. Between 2010 and 2020, the state welcomed 4 million new residents, pushing the population to just over 30 million today. And this is only the beginning—each day, an estimated 1,300 new people are added to the state's population. According to the US Census Bureau, Texas is expected to grow to 40 million by 2050. A dependable transportation system is essential for the people and businesses making Texas their home. It ensures products consistently move to market and keeps the Texas economy thriving. Amid the growth, these people and businesses rely on a dependable transportation system to sustain their daily lives and operations.

The Texas Department of Transportation (TxDOT) has recognized these growing demands on the Texas transportation system and has been at the forefront of addressing them with safety, delivery, innovation and stewardship as its top priorities. With the aid of the Texas Legislature, careful planning, and strategic investments, TxDOT continues to build infrastructure that supports this unprecedented growth. From expanding highways to constructing new bridges, and planning with our multi-modal partners, TxDOT plays a critical role in ensuring that people and products can move seamlessly across the state.

To maximize funding and ensure timely project development and delivery, TxDOT has made significant strides in streamlining processes and enhancing project selection and programming transparency through the 10-year Unified Transportation Program (UTP). These improvements require a long-term vision that extends well beyond a single biennium. At the heart of TxDOT's approach to funding projects is the "letting" process, which involves providing notice, issuing proposals, receiving bids, and awarding contracts. TxDOT needs a clear and realistic view of available cash to make ongoing progress payments on awarded contracts. To ensure flexibility, TxDOT develops planning targets based on anticipated revenues identified in the 10-year planning funding forecast. TxDOT's budget is not just about planning for the present but looking ahead to ensure that funding aligns with future needs.

In recent years, TxDOT has made unprecedented strides in improving Texas infrastructure, highlighted by a record-setting \$12.4 billion in new state highway improvement projects awarded in fiscal year (FY) 2023 and expecting over \$13.6 billion in FY 2024. These historic investments showcase TxDOT's commitment to enhancing the state's transportation network. These record-setting lettings are partly due to TxDOT's shift from

a traditional, conservative operating cash forecast to a more dynamic planning cash forecast. This approach has allowed TxDOT to allocate funds sooner, using resources previously set aside for future progress payments on immediate projects. As TxDOT's funding stabilizes, the expected letting amounts are also expected to normalize over the coming years.

As TxDOT responds to the state's need to invest in transportation solutions, economic uncertainty brings challenges in the form of inflation and supply chain disruptions. The construction industry and TxDOT continue to experience daily challenges due to rising material and labor costs as evidenced by a 61 percent increase in the Highway Cost Index (HCI) from May 2020 to May 2024.

TxDOT's additional funding and vigorous contracting schedule also require a stable, competitive, best-in-class workforce to oversee contracts, deliver excellence, and maintain the public's trust. The increased Full-Time Equivalents (FTEs) over the last four biennia and the 10 percent, across-the-board pay increases for state employees this biennium—a testament to the 88th Legislature's support for our state's workforce—have been instrumental in allowing TxDOT to deliver projects more effectively, improve employee retention, and enhanced TxDOT's competitiveness in the job market. This investment by the Texas Legislature underscores the value of TxDOT's workforce in the department's success and the importance of continued support of their efforts.

As Texas expands, TxDOT remains steadfast in its commitment to developing the necessary transportation solutions. By anticipating future needs and responding proactively, TxDOT is dedicated to keeping Texas moving efficiently and effectively today and in the years to come. TxDOT's requested FY 2026-2027 budget is a testament to this strategic approach. It reflects a continued focus on improving transportation safety as a top priority, maintaining our current transportation system, addressing traffic congestion, improving statewide connectivity, and continuing to invest in all modes of transportation. This comprehensive plan is designed to ensure the efficient use of resources to achieve the state's transportation goals.

### **Budget Request Summary**

TxDOT's FY 2026-2027 Legislative Appropriations Request (LAR) includes a total funding request of \$40.9 billion. The LAR dedicates approximately \$36.5 billion in funding for the direct development, delivery, and maintenance of state highway projects. These amounts are for new projects and progress payments on current projects.

Comparable to previous TxDOT budgets, this budget proposes to allocate approximately 89 percent of the FY 2026-2027 biennial budget to the direct development and delivery of roadway projects, approximately 6 percent for other purposes (debt service and regional subaccounts); approximately 2 percent to other modes of transportation (aviation, maritime, public transit, and rail); and approximately 3 percent to administrative costs.

### **Funding Sources**

In the General Appropriations Act (GAA), TxDOT's budget does not distinguish between new projects and progress payments on projects from the previous biennium. Instead, the GAA specifies how much is anticipated to be paid out on contracts during the biennium, recognizing that some

contracts will continue to pay out beyond the following biennium. The section below summarizes TxDOT revenues to pay for these projects, including new and extended funding sources provided by the legislature in recent sessions.

### *State Highway Fund*

The State Highway Fund (SHF) is TxDOT's primary funding source, receiving revenues from taxes and fees. Most of these revenues (motor fuel and lubricant taxes, motor vehicle registration fees, and federal reimbursements) are dedicated by Section 7-a, Article VIII, Texas Constitution, to fund the acquisition of state right of way, construction, and maintenance of public roadways. Funds constitutionally dedicated to supporting public roadways may not be spent on other modes of transportation, such as rail projects, public transit, aviation services, or maritime improvements.

In addition to the constitutionally dedicated money, the SHF contains a certain amount of non-dedicated funds. Non-dedicated SHF dollars come from various other sources and fees that generate approximately \$200 million annually. These non-dedicated funds are among the most versatile funding sources for TxDOT. TxDOT depends on the flexibility of non-dedicated funds to secure federal matching dollars for various multi-modal transportation uses. This is crucial for enabling local governments, particularly rural areas, to access federal funding for various transportation services. These services include public transportation, aviation, rail projects, and maritime activities.

Traditionally, funding for multi-modal projects over the last decade has remained stagnant, yet this has changed in recent years with the legislature appropriating TxDOT general revenue (GR) for some of TxDOT's multi-modal exceptional items. This growing need creates a shortfall in flexible dollars. TxDOT must secure more flexible funding to support critical transportation initiatives and address the state's growing needs. Legislative backing is essential to bridge the funding gap and ensure the continued development and maintenance of all modes of transportation.

### *Proposition 1*

In November 2014, 80 percent of Texas voters approved Proposition 1, a constitutional amendment to enhance transportation funding. This measure directs a portion of oil and gas severance tax revenue to the SHF under specific conditions. Proposition 1 funds can be used for constructing, maintaining, rehabilitating, and acquiring right of way for non-tolled public roadways.

TxDOT receives Proposition 1 funds when there is a sufficient balance in the Economic Stabilization Fund (ESF), also known as the "Rainy Day Fund." This sufficient balance is defined as seven percent of the certified General Revenue-Related (GR-R) appropriations for that biennium. Once this threshold is met, 25 percent of the oil and gas severance tax deposits above the ESF balance are retained in the state's GR fund, with the remaining 75 percent split equally between the ESF and the SHF.

As of June 2024, the SHF has accumulated \$16.4 billion from Proposition 1 deposits. The Texas Comptroller of Public Accounts (Comptroller) projected a deposit of \$2.8 billion for FY 2025 from taxes collected in FY 2024 and \$3.1 billion for FY 2026. For FY 2027, TxDOT anticipates \$1.9 billion based upon a 10-year average of Proposition 1 revenues. These estimates will likely change with the Comptroller's Biennial Revenue Estimate in January 2025.

The 88th Legislature, Regular Session, 2023, extended Proposition 1's expiration by eight years – from December 31, 2034, to December 31, 2042 (House Bill 2230). While the unpredictable nature of oil and gas production tax revenues makes it challenging to estimate future Proposition 1 fund deposits accurately, the continuation of Proposition 1 funding beyond the original expiration date provides TxDOT with additional certainty when planning for future revenues and subsequently allows for more consistent planning.

### *Proposition 7*

In 2015, 83 percent of Texas voters approved Proposition 7, a constitutional amendment designed to boost funding for the state highway system. Proposition 7 uses two key components to increase the SHF. The first component requires the comptroller to deposit up to \$2.5 billion of the net revenue from state sales and use tax into the SHF, provided this revenue exceeds \$28 billion annually. The second component mandates that when state motor vehicle sales and rental tax revenues surpass \$5 billion in a fiscal year, 35 percent of the revenue above this threshold must be transferred to the SHF. Together, these provisions ensure a significant and stable source of funding for maintaining and improving Texas's highway infrastructure, reflecting the strong support of the state's voters for enhanced transportation funding.

As of June 2024, the SHF has received over \$18.8 billion in Proposition 7 funds. TxDOT anticipates deposits of \$3.2 billion for FY 2024, of which \$2.5 billion has been received, and \$3.2 billion for FY 2025. For FY 2026 and FY 2027, TxDOT expects sales and use tax appropriations of \$2.5 billion each year. Additionally, motor vehicle sales and rental tax appropriations to TxDOT are estimated to total approximately \$871.9 million in FY 2026 and \$1.0 billion in FY 2027. These estimates will likely change with the Comptroller's Biennial Revenue Estimate in January 2025. The 88th Legislature, Regular Session, 2023, extended the expiration dates for both components of Proposition 7 – sales and use tax and motor vehicle sales and rental tax revenues – for ten years beyond their original expiration dates (Senate Concurrent Resolution 2). Accordingly, the state's sales and use tax transfers into the State Highway Fund were extended through August 31, 2042, while the motor vehicle sales and rental tax portion was extended through August 31, 2039.

By extending this funding stream's expiration dates, TxDOT can maintain consistency and continue with existing fiscal and project planning and operations. TxDOT's UTP is based on cash forecasting—accordingly, its scope and scale are largely influenced by key funding streams like Proposition 7 over the ten-year planning horizon.

### *Federal Funding*

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The IIJA provides five years of federal authorization and funding and expires in federal fiscal year 2026. Once expired, it will require new legislation to continue the authorization and funding for new projects. Longer-term federal funding provides TxDOT with greater financial certainty to oversee the development of large, multi-year projects.

Federal reimbursements and other federal appropriations for the FY 2026-2027 biennium are estimated to be \$6.3 billion and \$5.8 billion, respectively. The federal funding amounts in the GAA are estimates of federal reimbursements for payments on projects that were obligated with



earlier authority under federal surface transportation legislation. In addition to increased federal funds, the IIJA also adds some federal programs that involve additional oversight and administrative requirements by TxDOT.

### *Bond Programs*

TxDOT's primary bond programs consist of Texas Mobility Fund (TMF) bonds, State Highway Revenue Bonds (Proposition 14), and General Obligation Bonds (Proposition 12). TxDOT has obligated and spent all the Proposition 14 and Proposition 12 bond proceeds on transportation projects. The TMF was authorized by Texas voters in 2001 to help advance transportation projects, and the legislature identified revenues dedicated to the fund in 2003. The 87th Legislature, Regular Session, 2021, authorized the temporary issuance of TMF bonds (House Bill 2219). TxDOT may use any TMF taxes and fees remaining after paying debt service for the construction, reconstruction, acquisition, and expansion of state highways and public transportation projects but may no longer expend such funds on tolled highways. Or, if available, the taxes and fees can allow TxDOT to issue more bonds. TxDOT currently has the authority to issue up to \$3.6 billion in bonds until 2027 but the issuance amount will be determined based upon market conditions. Currently, \$2 billion is estimated for projects in the upcoming FY 2025-2034 UTP.

### **Capital Budget**

TxDOT's capital budget request reflects the significant inflationary increases experienced in maintaining and replacing its assets. It also includes important initiatives related to facilities and technology that will continue to maximize the investments authorized by the legislature during the FY 2024-25 biennium. TxDOT expects to continue its Facilities Master Plan schedule and the replacement of legacy technology systems. These critical investments will continue to enhance operational capabilities, allowing TxDOT to deliver projects more efficiently and ensure the resiliency of critical assets across the agency.

Fiscal Year 2024 began year seven of TxDOT's 10-year Facilities Master Plan that has guided the prioritization of statewide facilities initiatives. To continue to fulfill the legislative plan to service some of TxDOT's older buildings, TxDOT requests funding of \$42 million for building repairs and rehabilitation and \$224 million for the construction of new buildings that are beyond repair for the FY 2026-2027 biennium and the appropriation authority to continue to fulfill the legislature's facilities maintenance objectives.

TxDOT has been diligently working on upgrading and replacing legacy systems and infrastructure to provide operational stability and efficiency. This ongoing effort has included automating the delivery of TxDOT's transportation programs to support portfolio and program management, project management, letting management, and right of way operations. It also encompasses major improvements to TxDOT's cybersecurity program to address the ever-changing security landscape and cyber threats.

The IT capital budget request for the next biennium will allow TxDOT to further replace antiquated systems to facilitate the planning, financing, and tracking of thousands of new state highway projects each year. TxDOT needs more modern systems that update decades-old planning and letting technology and facilitate information on project tracking from start to finish. The complexity of these systems contributes to the difficulty in achieving full transparency in financial and transportation planning processes. The goal is to seamlessly integrate all transportation planning systems to achieve end-to-end transparency for budgeting and decision-making.

In addition, capital funds will be used to improve TxDOT's network to accommodate new systems and data demands. This will allow TxDOT to implement additional safeguards to protect end-user devices, which includes implementing connected infrastructure to better collect and report on traffic patterns to improve congestion and safety on Texas roads.

### **Exceptional Item Requests**

TxDOT is making exceptional item requests to keep pace with the needs of Texas' growing population and economy. As discussed, much of TxDOT's funding sources support only highway projects. The limited non-dedicated SHF revenues cannot fully support the following requests. For this reason, TxDOT offers the following exceptional item requests to the Legislature to assist in providing additional funding to projects with the highest priority. These requests align with TxDOT's mission of Connecting You with Texas.

#### *Full-Time Equivalents*

TxDOT requests 301 FTEs to support TxDOT's increased letting, programs, and workload. This increase in FTEs will significantly enhance TxDOT's ability to manage its workload effectively, support the timely development and construction of new projects, and ensure the continued maintenance of the highway system. TxDOT has aggressively increased its letting schedule over the last couple of biennia, more than tripling the UTP from approximately \$34.5 billion in the 2015 UTP to \$104.2 billion in the 2025 UTP. TxDOT seeks additional FTEs to safely and effectively manage the increased delivery of projects through completion and program administration for increased federal requirements and funding from the IIA. TxDOT also seeks additional FTE capacity for positions focused on traffic safety, assistance in emergency operations, and cybersecurity. No additional funding is requested for the additional FTEs, which can be paid for with existing SHF funds. TxDOT continues to support competitive compensation to recruit, attract, and retain the best employees.

#### *Public Transit - 2020 Census Impacts: Sustain State Transit Program Per Capita Funding Levels*

TxDOT requests \$3.77 million in GR for the remainder of the funding needed to align the public transportation budget with the increased needs of the state's growing population. The 88th legislature provided \$1,885,000 in GR per year (\$3.77 million biennial total) to account for the 2020 Census impact on the budget. This was exactly half the amount need to maintain rural and urban 2010 per capita funding levels following the results of the 2020 Census, with no adjustment for inflation. TxDOT is requesting the same amount for FY 2026 and 2027 as it received from the 88th legislature.

GR is the requested funding source because there are no other eligible sources available to the department.

#### *Aviation - RAMP & ADFP Funding*

TxDOT requests \$47 million in GR for each year of the upcoming biennium to maintain FY 2024-2025 funding levels for the Aviation Facilities Development Program (AFDP) and the Routine Airport Maintenance Program (RAMP), which support 278 Texas general aviation airports. Airport development needs at these airports continue to exceed TxDOT's available annual budget allocations. Additional funding will allow

TxDOT to support an expanded RAMP program, promote local sponsors' maintenance efforts, decrease the backlog of deferred maintenance, enhance airport safety, and allow for increases in system capacity and efficiency.

GR is the requested funding source because there are no other eligible sources available to the department.

#### *Aviation - Flight Services Fuel Facility*

TxDOT requests \$20 million in GR for FY 2026 and Unexpended Balance (UB) authority in FY 2027 to replace the Flight Service Station (FSS) fuel system to increase organic fuel capacity, provide adaptability to convert to sustainable fuels, and incorporate federally-required spill containment features for the storage tanks and fuel truck parking areas. The funding would also be used to repair the main ramp and other improvements, as feasible. The fuel system serves state agencies and universities, including Texas Department of Public Safety, Texas Parks and Wildlife Department, Texas Department of Criminal Justice, University of Texas, and Texas A&M University.

GR is the requested funding source because there are no other eligible sources available to the department.

#### *Maritime - Ports Capital Investment*

The Port Authority Advisory Committee (PAAC), established by the Texas Legislature to advise the Texas Transportation Commission, requests \$900 million in GR for FY 2026 and UB authority in FY 2027 for the Port Access Account Fund. Texas is the nation's leading import and export state and a leader in waterborne trade. To maintain this position and remain competitive in the future, both domestically and globally, ports need additional funding for capital improvements and infrastructure. The funds requested will allow Texas ports to make critical capital improvements that support port activity, such as multi-modal connectivity enhancements, port expansions, and replacement of outdated and failing port facilities to keep Texas ports competitive.

GR is the requested funding source because there are no other eligible sources available to the department.

#### *Maritime - Brazos River Flood Gates West Gate Construction*

TxDOT requests \$140 million of GR in FY 2026 and UB authority in FY 2027 to remove the west gate section of the Brazos River Flood Gates (BRFG) and widen the channel. The Gulf Intracoastal Waterway (GIWW) crossing at the Brazos River is the greatest maritime transportation challenge regarding safety and efficiency anywhere on the GIWW. The 75-foot floodgates were constructed in 1943 to prevent the Brazos River from flowing into the GIWW and depositing sediment in the channel. Annually, thirty million tons of cargo valued at \$117 billion pass through the floodgates, 67 percent of which are petrochemicals.

The outdated floodgates can no longer accommodate modern changes in marine equipment dimensions, causing delays and hazardous conditions. The current 75-foot opening is size-limiting and requires barges to be shuttled across the river individually, which takes approximately 12 hours per tow. Additionally, the floodgates are struck approximately 65 times yearly, resulting in essential repairs and costly delays. These modifications would comprise Phase I of the project, but they would deliver significant operational efficiency for the amount of funding provided.

Prior to each regular legislative session, under Texas Transportation Code 51.007, the Texas Transportation Commission provides a report to the Texas Legislature on the assessment of the GIWW and the direct and indirect benefits to the state along with problems and possible solutions.

GR is the requested funding source because there are no other eligible sources available to the department.

*Rail - Amtrak Heartland Flyer Financial Support*

TxDOT requests \$1,063,225 in FY 2026 and \$1,063,225 in FY 2027 in GR to supplement TxDOT's current cost share payments for the operations of the Amtrak Heartland Flyer passenger rail service for inflation and equipment replacement. These operational and capital costs are shared with the state of Oklahoma and are required as part of the state-sponsored agreement with Amtrak. Of the total amount requested, \$100,568 per year is for a 4 percent, year-over-year inflationary cost adjustment to supplement the current \$2.46 million per year of Texas' portion of rail service operations. The remaining \$962,658 request per year is for Texas' share of the capital cost (43.25 percent) for rail passenger service equipment, which includes diesel locomotive replacement.

The Amtrak Heartland Flyer route extends from Fort Worth, Texas to Oklahoma City, Oklahoma, and includes Cooke, Denton, and Tarrant counties.

GR is the requested funding source because there are no other eligible sources available to the department.

*Public Transit - Rural Area Program State of Good Repair*

TxDOT requests \$25 million in GR (\$12.5 million each FY) to leverage federal grant funding for the Federal Transit Administration (FTA) Bus and Bus Facility discretionary program. State funding would strengthen TxDOT's discretionary applications in the highly competitive national program. All states currently receive \$4 million per year to support rural transit buses and bus facilities, regardless of the state's size or the expanse of the state's rural areas. Texas' unmet rural transit needs amount to approximately \$20 million per year. Additional state funding of \$11 million each year would give Texas a leading edge in the competition for federal grants, or in the event that Texas did not receive federal grant funding for a year, the state funding would prevent a compounding backlog of deferred fleet replacement needs.

GR is the requested funding source because there are no other eligible sources available to the department.

*Maritime - Ship Channel Improvement Revolving Fund*

The Port Authority Advisory Committee (PAAC), established by the Texas Legislature to advise the Texas Transportation Commission, requests \$200 million in GR for FY 2026 and UB authority in FY 2027 to re-capitalize the Ship Channel Improvement Revolving Fund (SCIRF). The SCIRF is used to finance projects to widen and/or deepen federally authorized ship channels through flexible, low-interest loans.

The costs of eligible projects are shared between the U.S. Corps of Engineers (USACE) and the entities serving as the non-federal sponsors (NFS). Any funding made available by the Legislature would be deposited into the Ship Channel Improvement Revolving Fund to finance loans to the NFS for eligible ship channel projects.

GR is the requested funding source because there are no other eligible sources available to the department.

#### *Rail - Local Rail Grade Crossing Separation*

TxDOT requests \$175 million in FY2026 and UB authority in FY 2027 in GR for off-system local grade separation projects. The funding would be used to administer a grant program to address off-system projects in urbanized areas that conflict with railway activity and public crossings, contributing to increased public safety, enhanced economic development, and reduced commuter delays and as a state match in the application for federal discretionary grants.

GR is the requested funding source because there are no other eligible sources available to the department.

#### *Rail - Short Line Development*

TxDOT requests \$25 million in GR in FY 2026 for short line rail development on behalf of small to mid-sized rail companies.

The funding would be used to leverage federal grant funding or provide pass-through grant funding for track and rail bridge replacements, capacity improvements, and restoration enhancements. Rehabilitation of these short lines would maintain service to existing customers and attract new business, thereby reducing road congestion.

GR is the requested funding source because there are no other eligible sources available to the department.

### **Background Checks**

TxDOT conducts criminal background checks on final applicants working in specific positions. Applicants who are interviewed for a position requiring a criminal background check are asked to complete and sign TxDOT's Background Check Consent form. The types of positions for which TxDOT requests the final applicant to complete the Background Check Consent form include courtesy patrol; investigator; auditor; 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; and positions of substantial authority. Final applicants for any position who admit certain types of convictions on their applications for employment are also asked to complete the Background Check Consent form. Finally, TxDOT reviews the driver's license records of all external applicants.

### **Exempt Positions**

TxDOT has five exempt positions for the Texas Transportation Commission and one exempt position for the Executive Director. No changes have been requested to these positions.

## **Conclusion**

As Texas continues to grow rapidly, investment in the infrastructure needed to support a vibrant economy remains front and center. TxDOT is committed to its mission of Connecting You with Texas including connecting Texans to jobs, education, medical care, shopping, recreation, economic opportunities, and more via the state's transportation system. Texas is also a vital link for freight and international trade. The Texas Transportation Commission and TxDOT will continue working with state and federal policymakers to identify the solutions that offer the flexibility needed, best protect the state's quality of life, enhance the state's economic competitiveness, and accommodate the steady flow of new Texans and jobs to the state.

**2.E. Summary of Exceptional Items Request**  
89th Regular Session. Agency Submission. Version 1  
Automated Budget and Evaluation System of Texas (ABEST)

Agency code: **601**

Agency name: **Department of Transportation**

Priority	Item	2026			2027			Biennium	
		GR and GR/GR Dedicated	All Funds	FTEs	GR and GR Dedicated	All Funds	FTEs	GR and GR Dedicated	All Funds
1	Additional FTEs	\$0	\$0	301.0	\$0	\$0	301.0	\$0	\$0
2	Public Transportation	\$1,885,000	\$1,885,000		\$1,885,000	\$1,885,000		\$3,770,000	\$3,770,000
3	Aviation	\$47,000,000	\$47,000,000		\$47,000,000	\$47,000,000		\$94,000,000	\$94,000,000
4	Aviation	\$20,000,000	\$20,000,000		\$0	\$0		\$20,000,000	\$20,000,000
5	Maritime	\$900,000,000	\$900,000,000		\$0	\$0		\$900,000,000	\$900,000,000
6	Maritime	\$140,000,000	\$140,000,000		\$0	\$0		\$140,000,000	\$140,000,000
7	Rail	\$1,063,225	\$1,063,225		\$1,063,225	\$1,063,225		\$2,126,450	\$2,126,450
8	Public Transportation	\$12,500,000	\$12,500,000		\$12,500,000	\$12,500,000		\$25,000,000	\$25,000,000
9	Maritime	\$200,000,000	\$200,000,000		\$0	\$0		\$200,000,000	\$200,000,000
10	Rail	\$175,000,000	\$175,000,000		\$0	\$0		\$175,000,000	\$175,000,000
11	Rail	\$25,000,000	\$25,000,000		\$0	\$0		\$25,000,000	\$25,000,000
<b>Total, Exceptional Items Request</b>		<b>\$1,522,448,225</b>	<b>\$1,522,448,225</b>	<b>301.0</b>	<b>\$62,448,225</b>	<b>\$62,448,225</b>	<b>301.0</b>	<b>\$1,584,896,450</b>	<b>\$1,584,896,450</b>

**Method of Financing**

General Revenue	\$1,522,448,225	\$1,522,448,225	\$62,448,225	\$62,448,225	\$1,584,896,450	\$1,584,896,450
General Revenue - Dedicated						
Federal Funds						
Other Funds						
	<b>\$1,522,448,225</b>	<b>\$1,522,448,225</b>	<b>\$62,448,225</b>	<b>\$62,448,225</b>	<b>\$1,584,896,450</b>	<b>\$1,584,896,450</b>

**Full Time Equivalent Positions**

**301.0**

**301.0**

**Number of 100% Federally Funded FTEs**

**0.0**

**0.0**



Agency code: 601

Agency name: Department of Transportation

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$828,981,745	\$946,422,192	\$1,009,055,235	\$1,040,683,455	\$1,040,683,455
1002	OTHER PERSONNEL COSTS	\$31,662,710	\$31,788,652	\$34,111,063	\$36,355,292	\$36,355,292
2001	PROFESSIONAL FEES AND SERVICES	\$1,828,708,750	\$1,962,932,810	\$1,948,105,579	\$1,706,064,096	\$1,686,911,930
2002	FUELS AND LUBRICANTS	\$45,722,775	\$45,454,062	\$45,885,362	\$46,361,665	\$46,653,233
2003	CONSUMABLE SUPPLIES	\$5,494,644	\$5,858,896	\$5,969,865	\$6,144,422	\$6,337,207
2004	UTILITIES	\$47,803,982	\$48,019,792	\$48,567,306	\$50,175,824	\$51,867,375
2005	TRAVEL	\$8,920,685	\$9,497,869	\$9,730,059	\$10,249,227	\$10,719,469
2006	RENT - BUILDING	\$1,970,641	\$1,991,180	\$2,047,172	\$2,070,034	\$2,119,349
2007	RENT - MACHINE AND OTHER	\$32,753,895	\$36,349,232	\$39,542,758	\$35,737,823	\$37,506,813
2008	DEBT SERVICE	\$1,111,252,752	\$1,117,251,702	\$1,117,040,602	\$1,121,192,120	\$1,046,242,624
2009	OTHER OPERATING EXPENSES	\$1,711,189,810	\$2,069,328,081	\$1,991,280,763	\$2,376,209,465	\$2,329,064,483
3001	CLIENT SERVICES	\$2,539,190	\$2,872,280	\$2,905,805	\$2,914,894	\$2,914,894
4000	GRANTS	\$422,306,960	\$1,004,405,158	\$572,160,176	\$1,086,178,562	\$435,402,202
5000	CAPITAL EXPENDITURES	\$9,904,339,831	\$14,325,342,203	\$11,865,507,135	\$15,092,591,116	\$11,600,151,506
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$15,983,648,370</b>	<b>\$21,607,514,109</b>	<b>\$18,691,908,880</b>	<b>\$22,612,927,995</b>	<b>\$18,332,929,832</b>

**Method of Financing:**

1 General Revenue Fund	\$13,344,005	\$148,885,000	\$48,885,000	\$48,885,000	\$48,885,000
5167 Ship Channel Improvement Revolving Fund	\$0	\$400,000,000	\$0	\$400,000,000	\$0
5199 Port Capital Improvement Program	\$0	\$200,000,000	\$0	\$200,000,000	\$0
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>	<b>\$13,344,005</b>	<b>\$748,885,000</b>	<b>\$48,885,000</b>	<b>\$648,885,000</b>	<b>\$48,885,000</b>

**Method of Financing:**

36 TDI Operating Fund Account	\$730,218	\$730,218	\$730,218	\$730,218	\$730,218
<b>SUBTOTAL, MOF (GENERAL REVENUE-DEDICATED FUNDS)</b>	<b>\$730,218</b>	<b>\$730,218</b>	<b>\$730,218</b>	<b>\$730,218</b>	<b>\$730,218</b>

**Method of Financing:**

325 Coronavirus Relief Fund					
20.106.119 COV19 Airport Improvement Program	\$3,814,486	\$0	\$0	\$0	\$0
20.205.119 COV19 Surface Transportation Block Grant	\$231,076,044	\$269,844,341	\$192,585,092	\$94,054,318	\$0
20.509.119 COV19 Non-Urban Area Formula Grants	\$214,356	\$0	\$0	\$0	\$0
20.513.119 COV19 Enhanced Mobility of Seniors and Persons wit	\$39,168	\$0	\$0	\$0	\$0
21.027.119 Coronavirus State And Local Fiscal Recovery Funds	\$0	\$15,500,000	\$0	\$0	\$0
<b>CFDA Subtotal, Fund 325</b>	<b>\$235,144,054</b>	<b>\$285,344,341</b>	<b>\$192,585,092</b>	<b>\$94,054,318</b>	<b>\$0</b>

**Method of Financing:**

555 Federal Funds					
21.000.002 Debt Service Subsidy BAB	\$57,953,567	\$57,787,121	\$57,923,666	\$56,024,478	\$54,026,739

**Agency code: 601**

**Agency name: Department of Transportation**

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
CFDA Subtotal, Fund	555	\$57,953,567	\$57,787,121	\$57,923,666	\$56,024,478	\$54,026,739
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
	12.632.000 Legacy Resource Management Program	\$0	\$420,253	\$0	\$0	\$0
	20.106.000 Airport Improvement Program	\$52,888,399	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
	20.200.000 Highway Research & Development Program	\$0	\$0	\$0	\$550,000	\$0
	20.205.000 Highway Planning and Construction	\$4,005,357,260	\$5,728,041,115	\$6,183,263,293	\$5,932,487,243	\$5,552,104,405
	20.301.000 Rail Safety State Participation Grant	\$37,000	\$0	\$0	\$0	\$0
	20.509.000 Non-Urbanized Area Formula Grant	\$43,687,678	\$63,176,277	\$64,484,026	\$63,176,277	\$64,484,026
	20.513.000 Capital Assistance Programs	\$9,101,600	\$12,055,008	\$12,304,546	\$12,055,008	\$12,304,546
	20.526.000 Bus and Bus Facilities	\$4,854,186	\$8,252,827	\$8,340,861	\$8,252,827	\$8,340,861
	20.528.000 Rail Fixed Guideway State Safety	\$887,785	\$2,775,066	\$2,832,510	\$2,775,066	\$2,832,510
	20.600.000 State and Community Highway	\$24,609,722	\$27,709,846	\$27,014,846	\$27,709,846	\$27,014,846
	20.614.000 NHTSA Discretionary Safety Grants	\$231,191	\$155,000	\$150,000	\$155,000	\$150,000
	20.616.000 National Priority Safety Programs	\$22,563,770	\$19,430,301	\$20,130,301	\$19,430,301	\$20,130,301
CFDA Subtotal, Fund	8082	\$4,164,218,591	\$5,912,015,693	\$6,368,520,383	\$6,116,591,568	\$5,737,361,495
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$4,457,316,212</b>	<b>\$6,255,147,155</b>	<b>\$6,619,029,141</b>	<b>\$6,266,670,364</b>	<b>\$5,791,388,234</b>
<b>Method of Financing:</b>						
	6 State Highway Fund	\$4,363,744,918	\$4,265,602,259	\$4,080,041,115	\$5,302,918,235	\$4,624,629,463
	365 Texas Mobility Fund - Taxes & Fees	\$134,578,913	\$143,600,325	\$136,800,639	\$127,941,592	\$130,612,705
	666 Appropriated Receipts	\$1,895,816	\$0	\$0	\$0	\$0
	777 Interagency Contracts	\$13,814,982	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000
	780 Bond Proceed-Gen Obligat	\$457,756	\$0	\$0	\$0	\$0
	781 Bond Proceeds - Revenue Bonds	\$4,320,818	\$1,315,000	\$0	\$0	\$0
	8107 State Highway Fund - Debt Service	\$392,631,714	\$393,711,000	\$394,993,000	\$397,318,063	\$400,679,092
	8108 Texas Mobility Fund - Debt Service	\$368,609,983	\$377,353,844	\$384,907,767	\$393,022,353	\$322,170,093
	8116 Highway Fund 6 - Toll Revenue	\$33,167,682	\$221,000,000	\$221,000,000	\$421,000,000	\$171,000,000
	8117 Highway Fund 6 - Concession Fees	\$10,000,000	\$11,500,000	\$11,500,000	\$0	\$0
	8142 State Hwy Fund No. 6 Prop 1, 2014	\$2,437,494,353	\$5,319,218,000	\$3,548,895,000	\$5,078,019,503	\$2,809,097,000
	8145 State Hwy Fund No. 6 - Prop 7, 2015	\$3,751,541,000	\$3,864,951,308	\$3,240,627,000	\$3,971,922,667	\$4,029,238,027
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$11,512,257,935</b>	<b>\$14,602,751,736</b>	<b>\$12,023,264,521</b>	<b>\$15,696,642,413</b>	<b>\$12,491,926,380</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$22,612,927,995</b>	<b>\$18,332,929,832</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$15,983,648,370</b>	<b>\$21,607,514,109</b>	<b>\$18,691,908,880</b>	<b>\$22,612,927,995</b>	<b>\$18,332,929,832</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>12,834.02</b>	<b>13,104.19</b>	<b>13,457.00</b>	<b>13,457.00</b>	<b>13,457.00</b>

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Planning and Design  
STRATEGY: 1 Plan/Design/Manage

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
KEY	1 Number of Construction Project Preliminary Engineering Plans Completed					
KEY	2 Dollar Volume of Construction Contracts Awarded					
KEY	3 Number of Construction Contracts Awarded					
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$351,819,807	\$405,913,071	\$434,288,067	\$447,316,709	\$447,316,709
1002	OTHER PERSONNEL COSTS	\$13,525,017	\$12,553,453	\$12,891,438	\$14,476,715	\$14,476,715
2001	PROFESSIONAL FEES AND SERVICES	\$32,584,812	\$19,084,205	\$30,028,623	\$50,973,041	\$51,917,459
2002	FUELS AND LUBRICANTS	\$18,016	\$20,580	\$22,793	\$23,144	\$25,227
2003	CONSUMABLE SUPPLIES	\$303,061	\$306,172	\$309,283	\$312,394	\$315,505
2004	UTILITIES	\$8,838,546	\$8,840,821	\$8,942,611	\$8,981,786	\$9,029,873
2005	TRAVEL	\$3,434,063	\$3,608,231	\$3,782,399	\$3,956,567	\$4,130,735
2006	RENT - BUILDING	\$731,328	\$739,246	\$747,164	\$755,082	\$763,000
2007	RENT - MACHINE AND OTHER	\$1,685,678	\$1,686,354	\$1,688,843	\$1,690,191	\$1,691,702
2009	OTHER OPERATING EXPENSES	\$64,413,079	\$64,704,079	\$78,242,333	\$97,866,769	\$112,091,342
3001	CLIENT SERVICES	\$151,932	\$407,386	\$440,911	\$450,000	\$450,000
4000	GRANTS	\$40,163,978	\$36,500,000	\$40,000,000	\$40,000,000	\$40,000,000
5000	CAPITAL EXPENDITURES	\$11,575,560	\$12,279,819	\$1,905,658	\$2,463,830	\$2,434,238
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$529,244,877</b>	<b>\$566,643,417</b>	<b>\$613,290,123</b>	<b>\$669,266,228</b>	<b>\$684,642,505</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
12.632.000	Legacy Resource Management Program	\$0	\$420,253	\$0	\$0	\$0
20.205.000	Highway Planning and Construction	\$242,303,752	\$363,556,027	\$349,942,792	\$263,947,247	\$124,236,321
CFDA Subtotal, Fund	8082	<b>\$242,303,752</b>	<b>\$363,976,280</b>	<b>\$349,942,792</b>	<b>\$263,947,247</b>	<b>\$124,236,321</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$242,303,752</b>	<b>\$363,976,280</b>	<b>\$349,942,792</b>	<b>\$263,947,247</b>	<b>\$124,236,321</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$282,441,125	\$198,167,137	\$258,847,331	\$400,818,981	\$555,906,184
365	Texas Mobility Fund - Taxes & Fees	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$286,941,125</b>	<b>\$202,667,137</b>	<b>\$263,347,331</b>	<b>\$405,318,981</b>	<b>\$560,406,184</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$669,266,228</b>	<b>\$684,642,505</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>					<b>\$669,266,228</b>	<b>\$684,642,505</b>

601 Department of Transportation

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Planning and Design  
STRATEGY: 1 Plan/Design/Manage

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
	FULL TIME EQUIVALENT POSITIONS	4,821.42	5,083.51	5,164.00	5,164.00	5,164.00

**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 develop long-range road forecasting, road and bridge design, environmental studies, and work closely with Metropolitan Planning Organizations (MPOs) and other political subdivisions to coordinate the development of a multimodal transportation plan.

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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Chapter 201 Subchapter C, and Section 203.002)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**  
Efficient, cooperative communication between the state and external partners 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 state and 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.

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Planning and Design  
STRATEGY: 2 Contracted Planning and Design of Transportation Projects

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$483,434,768	\$603,337,680	\$629,521,547	\$627,057,812	\$608,011,668
2009	OTHER OPERATING EXPENSES	\$9,027,369	\$45,653,085	\$27,795,403	\$26,095,701	\$26,112,762
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$492,462,137</b>	<b>\$648,990,765</b>	<b>\$657,316,950</b>	<b>\$653,153,513</b>	<b>\$634,124,430</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$232,227,109	\$367,435,954	\$323,377,929	\$301,845,204	\$135,319,435
CFDA Subtotal, Fund	8082	<b>\$232,227,109</b>	<b>\$367,435,954</b>	<b>\$323,377,929</b>	<b>\$301,845,204</b>	<b>\$135,319,435</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$232,227,109</b>	<b>\$367,435,954</b>	<b>\$323,377,929</b>	<b>\$301,845,204</b>	<b>\$135,319,435</b>
<b>Method of Financing:</b>						
6 State Highway Fund						
		\$245,878,335	\$271,054,811	\$323,439,021	\$325,808,309	\$473,304,995
365 Texas Mobility Fund - Taxes & Fees						
		\$14,356,693	\$10,500,000	\$10,500,000	\$25,500,000	\$25,500,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$260,235,028</b>	<b>\$281,554,811</b>	<b>\$333,939,021</b>	<b>\$351,308,309</b>	<b>\$498,804,995</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$653,153,513</b>	<b>\$634,124,430</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$492,462,137</b>	<b>\$648,990,765</b>	<b>\$657,316,950</b>	<b>\$653,153,513</b>	<b>\$634,124,430</b>

601 Department of Transportation

- GOAL: 1 Project Development and Delivery
- OBJECTIVE: 1 Effective Planning and Design
- STRATEGY: 2 Contracted Planning and Design of Transportation Projects

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**  
This strategy supports professional service work accomplished through the use of external 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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 223)

**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 external consultants which increases the functional responsibility of TxDOT. TxDOT cooperates with external partners to provide timely transportation solutions to the state's urban and rural communities.

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Planning and Design  
STRATEGY: 3 Optimize Timing of Transportation Right-of-way Acquisition

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$27,391,098	\$43,300,000	\$37,057,763	\$22,079,922	\$23,911,000
2007	RENT - MACHINE AND OTHER	\$5,620,664	\$7,700,000	\$9,817,894	\$4,701,500	\$5,150,624
2009	OTHER OPERATING EXPENSES	\$58,164,923	\$79,300,000	\$77,698,955	\$44,289,037	\$47,060,524
5000	CAPITAL EXPENDITURES	\$537,327,815	\$726,659,553	\$788,538,615	\$420,713,447	\$451,291,252
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$628,504,500</b>	<b>\$856,959,553</b>	<b>\$913,113,227</b>	<b>\$491,783,906</b>	<b>\$527,413,400</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$318,544,000	\$618,011,920	\$609,694,823	\$226,631,903	\$239,396,503
CFDA Subtotal, Fund	8082	<b>\$318,544,000</b>	<b>\$618,011,920</b>	<b>\$609,694,823</b>	<b>\$226,631,903</b>	<b>\$239,396,503</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$318,544,000</b>	<b>\$618,011,920</b>	<b>\$609,694,823</b>	<b>\$226,631,903</b>	<b>\$239,396,503</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$305,001,536	\$223,947,633	\$288,418,404	\$235,152,003	\$258,016,897
365	Texas Mobility Fund - Taxes & Fees	\$4,958,964	\$15,000,000	\$15,000,000	\$30,000,000	\$30,000,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$309,960,500</b>	<b>\$238,947,633</b>	<b>\$303,418,404</b>	<b>\$265,152,003</b>	<b>\$288,016,897</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$491,783,906</b>	<b>\$527,413,400</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>					<b>\$491,783,906</b>	<b>\$527,413,400</b>



**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Planning and Design  
STRATEGY: 3 Optimize Timing of Transportation Right-of-way Acquisition

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**

Under the authority of eminent domain, this strategy is used to acquire right-of-way required for the construction of transportation projects. The acquisition process includes parcels of real estate, the adjustment of utility facilities and providing relocation assistance to property owners and tenants of business and residential properties that are displaced in the construction of the transportation project. Cities and counties are authorized to acquire right-of-way on behalf of the state and are eligible to be reimbursed not less than 90 percent of their acquisition costs. The expenditures in this strategy support the following goals of the Texas Transportation Commission to: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

Provides for acquisition of right-of-way through purchase or condemnation; relocation of utility facilities; relocation assistance programs for individuals and businesses; and reimbursement of not less than 90 percent of costs for cities and counties to acquire right-of-way on behalf of the state.

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 91.091, Chapter 203, Chapter 224, Subchapter A, Sections 224.005 and 224.008; Property Code, Section 21.046)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**

The cost of acquiring right-of-way is directly related to the location of the proposed transportation projects. Commercial properties improved with occupied 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 can be expected to significantly increase because of awards made by special commissioners and juries. Relocation assistance benefits must be paid to the owners and occupants of property who are displaced by the highway project.

In most situations, the cost of the adjustment (relocation) of utilities located on the new right-of-way must be paid to the owners of the utilities. 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 reduction to right-of-way costs.

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 4 Construction of Transportation System and Facilities. Estimated

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$10,321,344	\$16,707,719	\$10,492,297	\$15,436,032	\$15,521,287
2009	OTHER OPERATING EXPENSES	\$26,136,463	\$59,202,389	\$30,697,589	\$45,161,600	\$45,411,035
5000	CAPITAL EXPENDITURES	\$1,959,036,831	\$2,149,348,328	\$2,151,051,573	\$1,971,126,478	\$1,775,360,411
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$1,995,494,638</b>	<b>\$2,225,258,436</b>	<b>\$2,192,241,459</b>	<b>\$2,031,724,110</b>	<b>\$1,836,292,733</b>
<b>Method of Financing:</b>						
1	General Revenue	\$0	\$20,000,000	\$0	\$0	\$0
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>		<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
325	Coronavirus Relief Fund					
20.205.119	COV19 Surface Transportation Block Grant	\$231,076,044	\$269,844,341	\$192,585,092	\$94,054,318	\$0
CFDA Subtotal, Fund	325	<b>\$231,076,044</b>	<b>\$269,844,341</b>	<b>\$192,585,092</b>	<b>\$94,054,318</b>	<b>\$0</b>
<b>Method of Financing:</b>						
8082	Federal Reimbursements					
20.205.000	Highway Planning and Construction	\$1,210,265,882	\$1,719,590,128	\$1,853,372,655	\$1,740,814,075	\$1,751,682,739
CFDA Subtotal, Fund	8082	<b>\$1,210,265,882</b>	<b>\$1,719,590,128</b>	<b>\$1,853,372,655</b>	<b>\$1,740,814,075</b>	<b>\$1,751,682,739</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$1,441,341,926</b>	<b>\$1,989,434,469</b>	<b>\$2,045,957,747</b>	<b>\$1,834,868,393</b>	<b>\$1,751,682,739</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$517,941,625	\$206,789,835	\$142,251,197	\$195,672,642	\$84,609,994
365	Texas Mobility Fund - Taxes & Fees	\$36,211,087	\$9,034,132	\$4,032,515	\$1,183,075	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$554,152,712</b>	<b>\$215,823,967</b>	<b>\$146,283,712</b>	<b>\$196,855,717</b>	<b>\$84,609,994</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$2,031,724,110</b>	<b>\$1,836,292,733</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$1,995,494,638</b>	<b>\$2,225,258,436</b>	<b>\$2,192,241,459</b>	<b>\$2,031,724,110</b>	<b>\$1,836,292,733</b>

601 Department of Transportation

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 4 Construction of Transportation System and Facilities. Estimated

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**  
This strategy supports major construction contracts Design Build (DB) contracts and Comprehensive Development Agreements (CDAs) for roads, bridges, and other transportation facilities to increase mobility throughout the state of Texas. This strategy represents project payouts to external contractors, meaning payments are recorded based on service date, for projects that can extend over many years after the project start date.

The strategy maintains Legislative authority to carry forward unexpended balances (UB) from the first year to the second year within a biennium. The UB authority is used to accurately align funding as project payouts shift and estimates are updated, from the time the Legislative Appropriation Request (LAR) was submitted, which is 12 to 24 months in advance.

(Transportation Code, Sections 201.002, 201.102, 201.103, 203.002, 203.003, 203.021, 223.201-223.250, Chapter 224, Subchapter B, and 471.004)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**  
Efficient cooperative communication between the state and private 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 state and 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 resulted in higher costs to replace and maintain that infrastructure.

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 5 Contracts for Transportation System Maintenance. Estimated

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2009	OTHER OPERATING EXPENSES	\$14,981,570	\$23,608,626	\$21,415,030	\$47,314,228	\$40,224,001
5000	CAPITAL EXPENDITURES	\$2,206,604,467	\$2,629,935,107	\$3,028,821,743	\$3,579,804,055	\$3,383,414,435
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$2,221,586,037</b>	<b>\$2,653,543,733</b>	<b>\$3,050,236,773</b>	<b>\$3,627,118,283</b>	<b>\$3,423,638,436</b>
 <b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$1,932,520,037	\$2,489,761,553	\$2,918,374,056	\$3,368,750,949	\$3,270,734,616
CFDA Subtotal, Fund	8082	<b>\$1,932,520,037</b>	<b>\$2,489,761,553</b>	<b>\$2,918,374,056</b>	<b>\$3,368,750,949</b>	<b>\$3,270,734,616</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$1,932,520,037</b>	<b>\$2,489,761,553</b>	<b>\$2,918,374,056</b>	<b>\$3,368,750,949</b>	<b>\$3,270,734,616</b>
 <b>Method of Financing:</b>						
6	State Highway Fund	\$289,066,000	\$163,782,180	\$131,862,717	\$258,367,334	\$152,903,820
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$289,066,000</b>	<b>\$163,782,180</b>	<b>\$131,862,717</b>	<b>\$258,367,334</b>	<b>\$152,903,820</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$3,627,118,283</b>	<b>\$3,423,638,436</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$2,221,586,037</b>	<b>\$2,653,543,733</b>	<b>\$3,050,236,773</b>	<b>\$3,627,118,283</b>	<b>\$3,423,638,436</b>

601 Department of Transportation

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 5 Contracts for Transportation System Maintenance. Estimated

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports major maintenance projects which includes, but not limited to, work associated with preventive maintenance and rehabilitation accomplished using external 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 Maintenance Contracts appropriation support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees. This strategy maintains Legislative authority to carry forward Unexpended Balances (UB) from the first year to the second year within a biennium. The UB authority is used to accurately align funding as project payouts shift and estimates are updated, from the time the Legislative Appropriation Request (LAR) was submitted, which is 12 to 24 months in advance.

(Transportation Code, Sections 201.103, 203.002)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather have the most significant 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.

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 6 PROPOSITION 1, 2014

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$293,926,650	\$560,690,434	\$550,554,983	\$315,000,000	\$315,000,000
2009	OTHER OPERATING EXPENSES	\$29,687,301	\$65,903,139	\$41,525,454	\$65,965,350	\$34,541,950
5000	CAPITAL EXPENDITURES	\$2,113,880,402	\$4,692,624,427	\$2,956,814,563	\$4,697,054,153	\$2,459,555,050
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$2,437,494,353</b>	<b>\$5,319,218,000</b>	<b>\$3,548,895,000</b>	<b>\$5,078,019,503</b>	<b>\$2,809,097,000</b>
8142 State Hwy Fund No. 6 Prop 1, 2014		\$2,437,494,353	\$5,319,218,000	\$3,548,895,000	\$5,078,019,503	\$2,809,097,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$2,437,494,353</b>	<b>\$5,319,218,000</b>	<b>\$3,548,895,000</b>	<b>\$5,078,019,503</b>	<b>\$2,809,097,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$5,078,019,503</b>	<b>\$2,809,097,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$2,437,494,353</b>	<b>\$5,319,218,000</b>	<b>\$3,548,895,000</b>	<b>\$5,078,019,503</b>	<b>\$2,809,097,000</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

Support total project costs for construction, maintenance, and acquisition of rights-of-way for non-tolled public roadways funded from oil and natural gas tax-related transfers to the State Highway fund pursuant to Proposition 1, 2014. Expenditures in the Proposition 1 appropriation support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees. This strategy maintains Legislative authority to carry forward Unexpended Balances (UB) from the first year to the second year within a biennium. The UB authority is used to accurately align funding as project payouts shift and estimates are updated, from the time the Legislative Appropriation Request (LAR) was submitted, which is 12 to 24 months in advance.

(Texas Constitution, Article 3, Section 49-g (c-1); Texas Government Code, Section 316.094)

**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.

**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 1 Effective Project Planning, Development, and Management  
STRATEGY: 7 PROPOSITION 7, 2015

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$712,221,860	\$445,730,245	\$419,922,470	\$400,000,000	\$400,000,000
2009	OTHER OPERATING EXPENSES	\$17,976,807	\$20,467,336	\$16,639,750	\$21,548,216	\$21,956,258
5000	CAPITAL EXPENDITURES	\$2,749,919,430	\$3,130,896,692	\$2,545,389,213	\$3,296,239,345	\$3,358,657,693
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$3,480,118,097</b>	<b>\$3,597,094,273</b>	<b>\$2,981,951,433</b>	<b>\$3,717,787,561</b>	<b>\$3,780,613,951</b>
<b>Method of Financing:</b>						
	8145 State Hwy Fund No. 6 - Prop 7, 2015	\$3,480,118,097	\$3,597,094,273	\$2,981,951,433	\$3,717,787,561	\$3,780,613,951
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$3,480,118,097</b>	<b>\$3,597,094,273</b>	<b>\$2,981,951,433</b>	<b>\$3,717,787,561</b>	<b>\$3,780,613,951</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$3,717,787,561</b>	<b>\$3,780,613,951</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$3,480,118,097</b>	<b>\$3,597,094,273</b>	<b>\$2,981,951,433</b>	<b>\$3,717,787,561</b>	<b>\$3,780,613,951</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

Support total project costs for non-tolled transportation projects funded from state sales and use tax and motor vehicle sales and rental tax allocations to the State Highway Fund pursuant to Proposition 7, 2015. Expenditures in the Proposition 7 appropriation support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees. This strategy maintains Legislative authority to carry forward Unexpended Balances (UB) from the first year to the second year within a biennium. The UB authority is used to accurately align funding as project payouts shift and estimates are updated, from the time the Legislative Appropriation Request (LAR) was submitted, which is 12 to 24 months in advance.

(Texas Constitution, Article 8, Section 7-c)

**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.



**601 Department of Transportation**

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 8 Grants, Loans, Pass-through Payments, and Other Services. Estimated

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
4000	GRANTS	\$117,779,175	\$643,331,582	\$230,544,712	\$756,499,140	\$98,019,979
5000	CAPITAL EXPENDITURES	\$52,108,919	\$289,792,676	\$79,502,786	\$200,000,000	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$169,888,094</b>	<b>\$933,124,258</b>	<b>\$310,047,498</b>	<b>\$956,499,140</b>	<b>\$98,019,979</b>
<b>Method of Financing:</b>						
5167	Ship Channel Improvement Revolving Fund	\$0	\$400,000,000	\$0	\$400,000,000	\$0
5199	Port Capital Improvement Program	\$0	\$200,000,000	\$0	\$200,000,000	\$0
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>		<b>\$0</b>	<b>\$600,000,000</b>	<b>\$0</b>	<b>\$600,000,000</b>	<b>\$0</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$30,544,270	\$119,781,616	\$98,762,835	\$0	\$0
CFDA Subtotal, Fund	8082	<b>\$30,544,270</b>	<b>\$119,781,616</b>	<b>\$98,762,835</b>	<b>\$0</b>	<b>\$0</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$30,544,270</b>	<b>\$119,781,616</b>	<b>\$98,762,835</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$138,368,628	\$171,158,535	\$169,100,557	\$356,499,140	\$98,019,979
365	Texas Mobility Fund - Taxes & Fees	\$517,440	\$42,184,107	\$42,184,106	\$0	\$0
780	Bond Proceeds - General Obligation Bonds	\$457,756	\$0	\$0	\$0	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$139,343,824</b>	<b>\$213,342,642</b>	<b>\$211,284,663</b>	<b>\$356,499,140</b>	<b>\$98,019,979</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$956,499,140</b>	<b>\$98,019,979</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$169,888,094</b>	<b>\$933,124,258</b>	<b>\$310,047,498</b>	<b>\$956,499,140</b>	<b>\$98,019,979</b>

601 Department of Transportation

GOAL: 1 Project Development and Delivery  
OBJECTIVE: 1 Effective Project Planning, Development, and Management  
STRATEGY: 8 Grants, Loans, Pass-through Payments, and Other Services. Estimated

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the construction of roads, bridges, and other facilities funded through financial assistance agreements and pass-through financing. Pass-through financing allows local governmental entities, to advance projects by providing local funding or bonds up-front to later be reimbursed by TxDOT. This strategy also represents disbursements for State Infrastructure Bank loans and Border Colonia Access Program payments to counties on actual construction work, and includes no direct personnel costs. This strategy supports the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

The strategy maintains appropriation authority to UB funds from the first year to the second year within a biennium and across biennia.

(Transportation Code, Sections 201.002, 201.102, 201.103, 203.002, 203.003, 203.021, 222.104, 256, and 471.004; Texas Constitution, Article 3, Section 49; Texas Government Code, Chapter 1403)

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.

**601 Department of Transportation**

GOAL: 2 Routine Transportation System Maintenance  
OBJECTIVE: 1 System Maintenance  
STRATEGY: 1 Contract for Routine Transportation System Maintenance

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
KEY	1 Number of Lane Miles Contracted for Resurfacing					
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$53,043,513	\$48,424,709	\$49,930,290	\$50,000,000	\$50,000,000
2007	RENT - MACHINE AND OTHER	\$24,145,960	\$25,435,779	\$26,725,598	\$28,015,417	\$29,305,236
2009	OTHER OPERATING EXPENSES	\$962,768,485	\$1,089,127,454	\$978,752,368	\$1,223,339,697	\$1,233,993,450
5000	CAPITAL EXPENDITURES	\$155,579,964	\$276,500,000	\$6,500,000	\$286,000,000	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$1,195,537,922</b>	<b>\$1,439,487,942</b>	<b>\$1,061,908,256</b>	<b>\$1,587,355,114</b>	<b>\$1,313,298,686</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$1,194,032,861	\$1,439,487,942	\$1,061,908,256	\$1,587,355,114	\$1,313,298,686
666	Appropriated Receipts	\$1,505,061	\$0	\$0	\$0	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$1,195,537,922</b>	<b>\$1,439,487,942</b>	<b>\$1,061,908,256</b>	<b>\$1,587,355,114</b>	<b>\$1,313,298,686</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$1,587,355,114</b>	<b>\$1,313,298,686</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$1,195,537,922</b>	<b>\$1,439,487,942</b>	<b>\$1,061,908,256</b>	<b>\$1,587,355,114</b>	<b>\$1,313,298,686</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

This strategy includes work associated with routine and preventive maintenance accomplished through the use of external 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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 201, Subchapter C, Section 201.103, 203.002)

**601 Department of Transportation**

GOAL: 2 Routine Transportation System Maintenance  
OBJECTIVE: 1 System Maintenance  
STRATEGY: 2 Provide for State Transportation System Routine Maintenance/Operations

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
KEY	1 Number of Lane Miles Contracted for Resurfacing					
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$345,255,700	\$383,406,378	\$406,931,178	\$420,063,238	\$420,063,238
1002	OTHER PERSONNEL COSTS	\$13,237,865	\$13,923,009	\$15,195,389	\$15,681,841	\$15,681,841
2001	PROFESSIONAL FEES AND SERVICES	\$946,988	\$359,686	\$290,000	\$301,740	\$313,810
2002	FUELS AND LUBRICANTS	\$38,288,866	\$38,399,880	\$38,800,000	\$39,000,000	\$39,000,000
2003	CONSUMABLE SUPPLIES	\$3,631,810	\$3,939,027	\$4,000,000	\$4,160,000	\$4,326,400
2004	UTILITIES	\$34,324,753	\$34,689,469	\$35,000,000	\$36,400,000	\$37,856,000
2005	TRAVEL	\$3,355,544	\$3,705,178	\$3,725,737	\$3,971,153	\$4,129,999
2006	RENT - BUILDING	\$244,638	\$231,660	\$250,000	\$242,099	\$251,783
2007	RENT - MACHINE AND OTHER	\$1,271	\$1,500	\$1,500	\$1,500	\$1,500
2009	OTHER OPERATING EXPENSES	\$335,347,146	\$399,207,761	\$509,623,064	\$504,972,222	\$506,498,074
5000	CAPITAL EXPENDITURES	\$84,437,329	\$111,181,439	\$93,409,484	\$285,129,577	\$16,999,722
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$859,071,910</b>	<b>\$989,044,987</b>	<b>\$1,107,226,352</b>	<b>\$1,309,923,370</b>	<b>\$1,045,122,367</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$858,699,391	\$989,044,987	\$1,107,226,352	\$1,309,923,370	\$1,045,122,367
666	Appropriated Receipts	\$372,519	\$0	\$0	\$0	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$859,071,910</b>	<b>\$989,044,987</b>	<b>\$1,107,226,352</b>	<b>\$1,309,923,370</b>	<b>\$1,045,122,367</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$1,309,923,370</b>	<b>\$1,045,122,367</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$859,071,910</b>	<b>\$989,044,987</b>	<b>\$1,107,226,352</b>	<b>\$1,309,923,370</b>	<b>\$1,045,122,367</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>6,229.46</b>	<b>6,142.18</b>	<b>6,343.00</b>	<b>6,343.00</b>	<b>6,343.00</b>

601 Department of Transportation

GOAL: 2 Routine Transportation System Maintenance  
OBJECTIVE: 1 System Maintenance  
STRATEGY: 2 Provide for State Transportation System Routine Maintenance/Operations

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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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, emergency repairs and ferry facility maintenance. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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 201, Subchapter C, Section 201.103, and Chapters 391-395)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

External factors such as age of the system, increased usage, weight of trucks, soils, and weather have the most significant 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.

**601 Department of Transportation**

GOAL: 2 Routine Transportation System Maintenance  
OBJECTIVE: 1 System Maintenance  
STRATEGY: 3 Operate Ferry Systems in Texas

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$14,057,613	\$16,308,900	\$17,521,381	\$18,152,666	\$18,152,666
1002	OTHER PERSONNEL COSTS	\$500,409	\$537,420	\$650,327	\$673,758	\$673,758
2001	PROFESSIONAL FEES AND SERVICES	\$3,197,643	\$2,503,000	\$2,500,000	\$2,600,000	\$2,704,000
2002	FUELS AND LUBRICANTS	\$6,803,861	\$6,397,223	\$6,400,000	\$6,656,000	\$6,922,240
2003	CONSUMABLE SUPPLIES	\$97,113	\$125,000	\$125,000	\$130,000	\$135,200
2004	UTILITIES	\$266,624	\$280,000	\$280,000	\$291,200	\$302,848
2005	TRAVEL	\$34,885	\$36,500	\$36,500	\$37,960	\$39,478
2007	RENT - MACHINE AND OTHER	\$110,262	\$96,000	\$96,000	\$99,840	\$103,834
2009	OTHER OPERATING EXPENSES	\$34,604,830	\$32,464,837	\$32,598,910	\$35,709,310	\$37,496,455
5000	CAPITAL EXPENDITURES	\$25,966	\$25,750	\$25,000	\$25,750	\$25,750
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$59,699,206</b>	<b>\$58,774,630</b>	<b>\$60,233,118</b>	<b>\$64,376,484</b>	<b>\$66,556,229</b>
<b>Method of Financing:</b>						
	6 State Highway Fund	\$59,699,206	\$58,774,630	\$60,233,118	\$64,376,484	\$66,556,229
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$59,699,206</b>	<b>\$58,774,630</b>	<b>\$60,233,118</b>	<b>\$64,376,484</b>	<b>\$66,556,229</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$64,376,484</b>	<b>\$66,556,229</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$59,699,206</b>	<b>\$58,774,630</b>	<b>\$60,233,118</b>	<b>\$64,376,484</b>	<b>\$66,556,229</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>250.78</b>	<b>275.18</b>	<b>292.00</b>	<b>292.00</b>	<b>292.00</b>

601 Department of Transportation

GOAL: 2 Routine Transportation System Maintenance  
OBJECTIVE: 1 System Maintenance  
STRATEGY: 3 Operate Ferry Systems in Texas

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the operation of ferry system’s 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Chapter 342, Subchapter A, Subtitle F, Section 342.001)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Tourism, local development, weather (hurricanes, tropical storms, etc.), environmental factors and safety, 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. Additional examples of factors impacting the strategy are the capacity of the system, by adding two higher capacity ferries to decrease the wait time at the Port Aransas Ferry System, the future replacement of aging ferries, increasing staff, security, diesel fuel expense, and maintenance requirements. 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. The requirement to dredge twice a year at the Galveston-Port Bolivar Ferry System due to a reduction of the area dredged by the Corps of Engineers and the increased silting of the area has resulted in increased expenditures.

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 1 Support Enhanced Public Transportation  
STRATEGY: 1 Support and Promote Public Transportation

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$3,887,560	\$4,392,657	\$4,691,165	\$4,878,628	\$4,878,628
1002	OTHER PERSONNEL COSTS	\$133,008	\$134,534	\$139,270	\$144,835	\$144,835
2001	PROFESSIONAL FEES AND SERVICES	\$311,924	\$324,401	\$350,353	\$360,864	\$375,298
2003	CONSUMABLE SUPPLIES	\$278	\$500	\$500	\$500	\$500
2004	UTILITIES	\$955	\$1,108	\$1,152	\$1,198	\$1,246
2005	TRAVEL	\$76,006	\$79,046	\$85,370	\$87,931	\$91,448
2006	RENT - BUILDING	\$2,750	\$2,860	\$2,974	\$3,093	\$3,217
2007	RENT - MACHINE AND OTHER	\$740	\$770	\$832	\$865	\$900
2009	OTHER OPERATING EXPENSES	\$2,264,826	\$3,819,610	\$4,086,150	\$8,819,761	\$9,135,265
4000	GRANTS	\$129,304,389	\$130,817,370	\$127,763,902	\$127,338,180	\$132,617,785
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$135,982,436</b>	<b>\$139,572,856</b>	<b>\$137,121,668</b>	<b>\$141,635,855</b>	<b>\$147,249,122</b>
<b>Method of Financing:</b>						
1	General Revenue	\$0	\$1,885,000	\$1,885,000	\$1,885,000	\$1,885,000
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>		<b>\$0</b>	<b>\$1,885,000</b>	<b>\$1,885,000</b>	<b>\$1,885,000</b>	<b>\$1,885,000</b>
<b>Method of Financing:</b>						
325 Coronavirus Relief Fund						
20.509.119	COV19 Non-Urban Area Formula Grants	\$214,356	\$0	\$0	\$0	\$0
20.513.119	COV19 Enhanced Mobility of Seniors and Persons with Dis:	\$39,168	\$0	\$0	\$0	\$0
CFDA Subtotal, Fund	325	<b>\$253,524</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$3,033,867	\$2,720,479	\$2,776,793	\$2,720,479	\$2,776,793
20.509.000	Non-Urbanized Area Formula Grant	\$43,687,678	\$63,176,277	\$64,484,026	\$63,176,277	\$64,484,026
20.513.000	Capital Assistance Programs	\$9,101,600	\$12,055,008	\$12,304,546	\$12,055,008	\$12,304,546
20.526.000	Bus and Bus Facilities	\$4,854,186	\$8,252,827	\$8,340,861	\$8,252,827	\$8,340,861
20.528.000	Rail Fixed Guideway State Safety	\$887,785	\$2,775,066	\$2,832,510	\$2,775,066	\$2,832,510
CFDA Subtotal, Fund	8082	<b>\$61,565,116</b>	<b>\$88,979,657</b>	<b>\$90,738,736</b>	<b>\$88,979,657</b>	<b>\$90,738,736</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$61,818,640</b>	<b>\$88,979,657</b>	<b>\$90,738,736</b>	<b>\$88,979,657</b>	<b>\$90,738,736</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$24,761,177	\$7,372,948	\$7,612,681	\$7,711,681	\$7,711,681



**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 1 Support Enhanced Public Transportation  
STRATEGY: 1 Support and Promote Public Transportation

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
	365 Texas Mobility Fund - Taxes & Fees	\$49,402,619	\$41,335,251	\$36,885,251	\$43,059,517	\$46,913,705
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$74,163,796</b>	<b>\$48,708,199</b>	<b>\$44,497,932</b>	<b>\$50,771,198</b>	<b>\$54,625,386</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$141,635,855</b>	<b>\$147,249,122</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$135,982,436</b>	<b>\$139,572,856</b>	<b>\$137,121,668</b>	<b>\$141,635,855</b>	<b>\$147,249,122</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>49.20</b>	<b>49.13</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

This strategy supports the department's effort to support public transportation projects statewide by assisting urban and rural transportation providers, communities, nonprofit organizations, and other eligible entities in the development and delivery of public transportation services to the 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 in support of personal mobility and relief from congested traffic.

This strategy also includes the rural and urban safety programs and the federally-required rail State Safety Oversight Program, which oversees and enforces the safety of fixed-guideway systems in Texas.

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. Metropolitan Transit Authorities (MTAs) are statutorily prohibited from receiving state funding through TxDOT.

(Transportation Code, Chapters 455, 456 & 461)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**

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

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 2 Enhance Public Safety and Security  
STRATEGY: 1 Traffic Safety

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$5,672,464	\$6,443,482	\$6,886,999	\$7,093,609	\$7,093,609
1002	OTHER PERSONNEL COSTS	\$236,639	\$255,800	\$283,398	\$289,310	\$289,310
2001	PROFESSIONAL FEES AND SERVICES	\$6,600,769	\$6,649,153	\$6,889,959	\$7,040,338	\$7,243,755
2003	CONSUMABLE SUPPLIES	\$541	\$1,122	\$865	\$1,033	\$987
2004	UTILITIES	\$389	\$405	\$421	\$438	\$455
2005	TRAVEL	\$144,732	\$165,046	\$161,085	\$169,588	\$171,950
2006	RENT - BUILDING	\$89,474	\$93,053	\$96,775	\$100,646	\$104,672
2009	OTHER OPERATING EXPENSES	\$19,967,010	\$20,610,557	\$21,013,930	\$22,913,926	\$23,202,598
4000	GRANTS	\$30,607,527	\$29,562,510	\$29,093,329	\$32,845,849	\$34,920,615
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$63,319,545</b>	<b>\$63,781,128</b>	<b>\$64,426,761</b>	<b>\$70,454,737</b>	<b>\$73,027,951</b>
<b>Method of Financing:</b>						
0036	Dept Ins Operating Account	\$730,218	\$730,218	\$730,218	\$730,218	\$730,218
<b>SUBTOTAL, MOF (GENERAL REVENUE-DEDICATED FUNDS)</b>		<b>\$730,218</b>	<b>\$730,218</b>	<b>\$730,218</b>	<b>\$730,218</b>	<b>\$730,218</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$4,544,674	\$3,348,011	\$3,528,623	\$3,348,011	\$3,528,623
20.600.000	State and Community Highway	\$24,609,722	\$27,709,846	\$27,014,846	\$27,709,846	\$27,014,846
20.614.000	NHTSA Discretionary Safety Grants	\$231,191	\$155,000	\$150,000	\$155,000	\$150,000
20.616.000	National Priority Safety Programs	\$22,563,770	\$19,430,301	\$20,130,301	\$19,430,301	\$20,130,301
CFDA Subtotal, Fund	8082	<b>\$51,949,357</b>	<b>\$50,643,158</b>	<b>\$50,823,770</b>	<b>\$50,643,158</b>	<b>\$50,823,770</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$51,949,357</b>	<b>\$50,643,158</b>	<b>\$50,823,770</b>	<b>\$50,643,158</b>	<b>\$50,823,770</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$10,639,970	\$12,407,752	\$12,872,773	\$19,081,361	\$21,473,963
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$10,639,970</b>	<b>\$12,407,752</b>	<b>\$12,872,773</b>	<b>\$19,081,361</b>	<b>\$21,473,963</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$70,454,737</b>	<b>\$73,027,951</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>					<b>\$70,454,737</b>	<b>\$73,027,951</b>

601 Department of Transportation

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 2 Enhance Public Safety and Security  
STRATEGY: 1 Traffic Safety

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
	FULL TIME EQUIVALENT POSITIONS	82.68	85.39	95.00	95.00	95.00

STRATEGY DESCRIPTION AND JUSTIFICATION:

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 Plan (HSP) which provides state and federal traffic safety grant funding. The program consists of education, enforcement, and evaluation 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. 550.062), 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 6 million crash reports in its files covering a 10 year period. These reports are used to analyze transportation safety and enforcement issues on both the state and local levels.

This strategy maintains appropriation authority to carry forward 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 550, Subchapter D and 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.

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 3 Tourism  
STRATEGY: 1 Travel Information

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$5,893,025	\$7,051,501	\$7,495,601	\$7,720,469	\$7,720,469
1002	OTHER PERSONNEL COSTS	\$184,779	\$174,500	\$214,038	\$218,807	\$218,807
2001	PROFESSIONAL FEES AND SERVICES	\$114,312	\$117,741	\$122,451	\$127,349	\$132,443
2002	FUELS AND LUBRICANTS	\$10,254	\$10,562	\$10,984	\$11,423	\$11,880
2003	CONSUMABLE SUPPLIES	\$21,836	\$22,491	\$27,989	\$28,829	\$29,694
2004	UTILITIES	\$425,115	\$437,868	\$442,120	\$446,541	\$453,239
2005	TRAVEL	\$142,628	\$146,907	\$148,333	\$149,816	\$152,064
2006	RENT - BUILDING	\$34,156	\$35,181	\$35,522	\$35,877	\$36,416
2007	RENT - MACHINE AND OTHER	\$49,104	\$50,577	\$51,068	\$51,579	\$52,353
2009	OTHER OPERATING EXPENSES	\$13,575,439	\$12,419,912	\$13,456,066	\$13,265,407	\$14,048,492
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$20,450,648</b>	<b>\$20,467,240</b>	<b>\$22,004,172</b>	<b>\$22,056,097</b>	<b>\$22,855,857</b>
<b>Method of Financing:</b>						
	6 State Highway Fund	\$20,450,648	\$20,467,240	\$22,004,172	\$22,056,097	\$22,855,857
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$20,450,648</b>	<b>\$20,467,240</b>	<b>\$22,004,172</b>	<b>\$22,056,097</b>	<b>\$22,855,857</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$22,056,097</b>	<b>\$22,855,857</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$20,450,648</b>	<b>\$20,467,240</b>	<b>\$22,004,172</b>	<b>\$22,056,097</b>	<b>\$22,855,857</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>98.84</b>	<b>94.40</b>	<b>95.00</b>	<b>95.00</b>	<b>95.00</b>

601 Department of Transportation

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 3 Tourism  
STRATEGY: 1 Travel Information

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**  
The functions of this strategy are to operate the state’s 12 travel information centers; to compile, publish, and distribute informational materials about scenic, historic, and recreational places for the purpose of marketing the highways of the state and attracting visitors; to publish the Texas Highways Magazine monthly and to administer the department’s litter prevention programs. This strategy holds the primary responsibility for DriveTexas, which delivers real-time highway conditions to the traveling public. There is an Interactive Voice Response (IVR) system available through TxDOT's toll-free Travel Information Line at 1-800-452-9292. Certified travel counselors at the travel information centers answer calls from travelers who opt out of the automated information line during open hours 7 days a week. Automated highway conditions information is available 24/7 and is updated continuously.

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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first 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. With the Texas Department of Transportation's responsibility to provide Texas travel/tourism literature, TxDOT must remain flexible and respond to actions (such as tourism advertising) by the Office of the Governor Economic Development and Tourism Division (EDT) that could impact demand for TxDOT printed materials or 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 travel information. This results in greater demand for TxDOT printed travel materials. Some literature production costs have been mitigated by 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. External factors that influence the growth of magazine and product sales include competition with other publications and with other leisure activities.

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 4 Transportation Research  
STRATEGY: 1 Fund Research and Development to Improve Transportation Operations

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$1,481,919	\$1,846,950	\$1,965,664	\$2,024,634	\$2,024,634
1002	OTHER PERSONNEL COSTS	\$92,404	\$114,187	\$122,492	\$121,462	\$121,462
2001	PROFESSIONAL FEES AND SERVICES	\$329,769	\$339,662	\$342,960	\$346,389	\$351,585
2005	TRAVEL	\$34,148	\$35,172	\$36,403	\$36,768	\$37,319
2006	RENT - BUILDING	\$21,968	\$22,627	\$23,419	\$23,653	\$24,008
2007	RENT - MACHINE AND OTHER	\$2,220	\$2,287	\$2,367	\$2,390	\$2,426
2009	OTHER OPERATING EXPENSES	\$24,177,484	\$25,231,937	\$24,819,633	\$27,332,224	\$27,015,617
4000	GRANTS	\$640,239	\$0	\$0	\$550,000	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$26,780,151</b>	<b>\$27,592,822</b>	<b>\$27,312,938</b>	<b>\$30,437,520</b>	<b>\$29,577,051</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.200.000	Highway Research & Development Program	\$0	\$0	\$0	\$550,000	\$0
20.205.000	Highway Planning and Construction	\$22,951,448	\$20,580,286	\$20,132,787	\$21,129,375	\$21,129,375
CFDA Subtotal, Fund	8082	<b>\$22,951,448</b>	<b>\$20,580,286</b>	<b>\$20,132,787</b>	<b>\$21,679,375</b>	<b>\$21,129,375</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$22,951,448</b>	<b>\$20,580,286</b>	<b>\$20,132,787</b>	<b>\$21,679,375</b>	<b>\$21,129,375</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$3,828,703	\$7,012,536	\$7,180,151	\$8,758,145	\$8,447,676
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$3,828,703</b>	<b>\$7,012,536</b>	<b>\$7,180,151</b>	<b>\$8,758,145</b>	<b>\$8,447,676</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$30,437,520</b>	<b>\$29,577,051</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$26,780,151</b>	<b>\$27,592,822</b>	<b>\$27,312,938</b>	<b>\$30,437,520</b>	<b>\$29,577,051</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>16.14</b>	<b>16.82</b>	<b>19.00</b>	<b>19.00</b>	<b>19.00</b>

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 4 Transportation Research  
STRATEGY: 1 Fund Research and Development to Improve Transportation Operations

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**

The purpose of this strategy is to fund and participate with state-supported colleges, universities, and others in research, development and technology transfer (RD&T) programs that can improve surface transportation operations. Functions of this strategy include coordinating of research implementation, promoting innovation, disseminating research findings, solutions and information, support for the delivery of quality training and technical assistance to local city/county road agencies in Texas through the Local Technical Assistance Program (LTAP), management of the product evaluation program, coordination of Texas' participation in federal pooled-funded research (100 percent federally funded) and Texas' involvement in the National Cooperative Highway Research Program. Strategy expenditures support the Texas Transportation Commission goals to: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

This strategy maintains appropriation authority to carry forward 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.

(Title 23 U.S.C., 501-520), (Texas Education Code, Section 150)

**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.

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 5 Aviation Services  
STRATEGY: 1 Support and Promote General Aviation

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$5,587,180	\$6,989,953	\$7,375,985	\$7,597,264	\$7,597,264
1002	OTHER PERSONNEL COSTS	\$217,364	\$268,843	\$285,953	\$296,230	\$296,230
2001	PROFESSIONAL FEES AND SERVICES	\$221,201	\$230,270	\$239,021	\$246,191	\$253,084
2002	FUELS AND LUBRICANTS	\$600,597	\$624,621	\$650,355	\$669,866	\$692,641
2003	CONSUMABLE SUPPLIES	\$25,421	\$26,438	\$27,527	\$28,353	\$29,317
2004	UTILITIES	\$2,700	\$2,808	\$2,924	\$3,011	\$3,114
2005	TRAVEL	\$123,179	\$128,106	\$133,384	\$137,386	\$142,057
2006	RENT - BUILDING	\$31,983	\$33,262	\$34,633	\$35,672	\$36,885
2007	RENT - MACHINE AND OTHER	\$20,771	\$21,602	\$22,492	\$23,167	\$23,954
2009	OTHER OPERATING EXPENSES	\$9,934,732	\$13,901,737	\$2,039,621	\$4,074,142	\$6,857,361
4000	GRANTS	\$103,811,652	\$154,193,696	\$144,758,233	\$128,945,393	\$129,843,823
5000	CAPITAL EXPENDITURES	\$77,925	\$58,000,000	\$0	\$0	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$120,654,705</b>	<b>\$234,421,336</b>	<b>\$155,570,128</b>	<b>\$142,056,675</b>	<b>\$145,775,730</b>
<b>Method of Financing:</b>						
1	General Revenue	\$12,127,965	\$117,000,000	\$47,000,000	\$47,000,000	\$47,000,000
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>		<b>\$12,127,965</b>	<b>\$117,000,000</b>	<b>\$47,000,000</b>	<b>\$47,000,000</b>	<b>\$47,000,000</b>
<b>Method of Financing:</b>						
325	Coronavirus Relief Fund					
20.106.119	COVID19 Airport Improvement Program	\$3,814,486	\$0	\$0	\$0	\$0
CFDA Subtotal, Fund	325	<b>\$3,814,486</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
8082	Federal Reimbursements					
20.106.000	Airport Improvement Program	\$52,888,399	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
CFDA Subtotal, Fund	8082	<b>\$52,888,399</b>	<b>\$50,000,000</b>	<b>\$50,000,000</b>	<b>\$50,000,000</b>	<b>\$50,000,000</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$56,702,885</b>	<b>\$50,000,000</b>	<b>\$50,000,000</b>	<b>\$50,000,000</b>	<b>\$50,000,000</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$13,376,763	\$41,874,501	\$30,371,361	\$16,857,675	\$20,576,730
365	Texas Mobility Fund - Taxes & Fees	\$24,632,110	\$21,046,835	\$23,698,767	\$23,699,000	\$23,699,000
777	Interagency Contracts	\$13,814,982	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000



601 Department of Transportation

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 5 Aviation Services  
STRATEGY: 1 Support and Promote General Aviation

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
SUBTOTAL, MOF (OTHER FUNDS)		\$51,823,855	\$67,421,336	\$58,570,128	\$45,056,675	\$48,775,730
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					\$142,056,675	\$145,775,730
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		\$120,654,705	\$234,421,336	\$155,570,128	\$142,056,675	\$145,775,730
FULL TIME EQUIVALENT POSITIONS		61.18	66.38	70.00	70.00	70.00

**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, as well as administration of the agency's Unmanned Aerial System programs. 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees. This strategy maintains appropriation authority to carry forward unexpended balances (U.B.) between and across biennium. 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:**

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.

**601 Department of Transportation**

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 6 Support the Gulf Intracoastal Waterway  
STRATEGY: 1 Support the Gulf Intracoastal Waterway

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$268,481	\$285,668	\$304,493	\$323,036	\$323,036
1002	OTHER PERSONNEL COSTS	\$4,181	\$5,320	\$5,173	\$5,463	\$5,463
2005	TRAVEL	\$21,964	\$21,000	\$0	\$0	\$0
2009	OTHER OPERATING EXPENSES	\$12,963	\$357,000	\$366,485	\$402,169	\$417,219
5000	CAPITAL EXPENDITURES	\$376,319	\$450,000	\$450,000	\$600,000	\$600,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$683,908</b>	<b>\$1,118,988</b>	<b>\$1,126,151</b>	<b>\$1,330,668</b>	<b>\$1,345,718</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$683,908	\$1,118,988	\$1,126,151	\$1,330,668	\$1,345,718
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$683,908</b>	<b>\$1,118,988</b>	<b>\$1,126,151</b>	<b>\$1,330,668</b>	<b>\$1,345,718</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$1,330,668</b>	<b>\$1,345,718</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$683,908</b>	<b>\$1,118,988</b>	<b>\$1,126,151</b>	<b>\$1,330,668</b>	<b>\$1,345,718</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>

601 Department of Transportation

GOAL: 3 Optimize Services and Systems  
OBJECTIVE: 6 Support the Gulf Intracoastal Waterway  
STRATEGY: 1 Support the Gulf Intracoastal Waterway

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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STRATEGY DESCRIPTION AND JUSTIFICATION:

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 that supports marine transportation and systems.

TxDOT determines sites and methods for disposal of dredged material along the GIWW and provides funds to acquire property or participate financially in beneficial use of dredged material projects. As required by state law, a biennial report on all activity associated with the GIWW is prepared. TxDOT performs research 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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)

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, and 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.

**601 Department of Transportation**

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 1 Rail Plan/Design/Manage

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$1,799,098	\$2,506,856	\$2,636,309	\$2,715,398	\$2,715,398
1002	OTHER PERSONNEL COSTS	\$51,013	\$77,060	\$79,368	\$81,986	\$81,986
2001	PROFESSIONAL FEES AND SERVICES	\$1,195	\$1,243	\$1,291	\$1,343	\$1,523
2004	UTILITIES	\$294	\$306	\$318	\$331	\$375
2005	TRAVEL	\$64,001	\$66,561	\$69,121	\$71,886	\$81,559
2006	RENT - BUILDING	\$31,396	\$32,652	\$33,908	\$35,264	\$40,009
2009	OTHER OPERATING EXPENSES	\$48,834	\$869,879	\$984,593	\$799,167	\$784,525
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$1,995,831</b>	<b>\$3,554,557</b>	<b>\$3,804,908</b>	<b>\$3,705,375</b>	<b>\$3,705,375</b>
 <b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.301.000	Rail Safety State Participation Grant	\$37,000	\$0	\$0	\$0	\$0
CFDA Subtotal, Fund	8082	<b>\$37,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$37,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
 <b>Method of Financing:</b>						
6	State Highway Fund	\$1,958,831	\$3,554,557	\$3,804,908	\$3,705,375	\$3,705,375
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$1,958,831</b>	<b>\$3,554,557</b>	<b>\$3,804,908</b>	<b>\$3,705,375</b>	<b>\$3,705,375</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$3,705,375</b>	<b>\$3,705,375</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>					<b>\$3,705,375</b>	<b>\$3,705,375</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>20.22</b>	<b>24.03</b>	<b>27.00</b>	<b>27.00</b>	<b>27.00</b>

601 Department of Transportation

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 1 Rail Plan/Design/Manage

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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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 also includes studies related to rail routes and locations, environmental impact, freight rail traffic, passenger rail ridership, and revenue 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, inspection and testing of materials for, rail construction projects. Strategy expenditures support the Texas Transportation Commission goals: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Chapter 91)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Internal and external factors, such as the age of the rail system, increased usage, weight of trains, external maintenance investments and weather have the largest 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, resulting in rail freight and passengers being diverted to the highway system, increasing congestion and highway maintenance costs. In addition, a lack of sufficient resources may have a negative effect on rail safety.

**601 Department of Transportation**

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 2 Contract for Planning and Design of Rail Transportation Infrastructure

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$1,492,482	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
2009	OTHER OPERATING EXPENSES	\$203	\$0	\$0	\$0	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$1,492,685</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
 <b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$1,292,685	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000
CFDA Subtotal, Fund	8082	<b>\$1,292,685</b>	<b>\$3,300,000</b>	<b>\$3,300,000</b>	<b>\$3,300,000</b>	<b>\$3,300,000</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$1,292,685</b>	<b>\$3,300,000</b>	<b>\$3,300,000</b>	<b>\$3,300,000</b>	<b>\$3,300,000</b>
 <b>Method of Financing:</b>						
6	State Highway Fund	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$3,500,000</b>	<b>\$3,500,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$1,492,685</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>

601 Department of Transportation

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 2 Contract for Planning and Design of Rail Transportation Infrastructure

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**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 external contracts. This strategy allows for preliminary design, construction and environmental engineering; architectural design; and surveying and mapping. These services are required to perform studies related to rail routes and locations, environmental impacts, freight rail traffic, passenger rail ridership, and revenue for rail projects and facilities.

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees. 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, external maintenance investments and weather have the largest 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 significant resources may have a negative effect on rail safety.

**601 Department of Transportation**

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 3 Rail Construction

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2009	OTHER OPERATING EXPENSES	(\$1)	\$0	\$0	\$0	\$0
3001	CLIENT SERVICES	\$2,387,258	\$2,464,894	\$2,464,894	\$2,464,894	\$2,464,894
4000	GRANTS	\$0	\$10,000,000	\$0	\$0	\$0
5000	CAPITAL EXPENDITURES	\$0	\$33,000,000	\$0	\$0	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$2,387,257</b>	<b>\$45,464,894</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>
<b>Method of Financing:</b>						
1	General Revenue	\$0	\$10,000,000	\$0	\$0	\$0
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>		<b>\$0</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
325 Coronavirus Relief Fund						
21.027.119	Coronavirus State And Local Fiscal Recovery Funds	\$0	\$15,500,000	\$0	\$0	\$0
CFDA Subtotal, Fund	325	<b>\$0</b>	<b>\$15,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$0	\$17,500,000	\$0	\$0	\$0
CFDA Subtotal, Fund	8082	<b>\$0</b>	<b>\$17,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$0</b>	<b>\$33,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$2,387,257	\$2,464,894	\$2,464,894	\$2,464,894	\$2,464,894
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$2,387,257</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$2,464,894</b>	<b>\$2,464,894</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$2,387,257</b>	<b>\$45,464,894</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>	<b>\$2,464,894</b>



601 Department of Transportation

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 3 Rail Construction

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports rail 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 external 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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:

Efficient cooperative communication between the state and private 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, private sector railroad ownership and operations, ability to obtain the necessary rights-of-way, utility adjustments, weather conditions, environmental issues, plan development timing/funding activities, and public hearings.

**601 Department of Transportation**

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 4 Ensure Rail Safety through Inspection and Public Education

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
KEY	1 Number of Federal Railroad Administration (FRA) Units Inspected					
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$1,025,459	\$1,131,823	\$1,204,659	\$1,511,457	\$1,511,457
1002	OTHER PERSONNEL COSTS	\$31,137	\$31,054	\$35,872	\$41,890	\$41,890
2001	PROFESSIONAL FEES AND SERVICES	\$0	\$0	\$0	\$13,125	\$13,125
2005	TRAVEL	\$80,722	\$80,000	\$78,899	\$116,777	\$181,190
2009	OTHER OPERATING EXPENSES	\$78,722	\$13,065	\$1,500	\$28,010	\$29,274
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$1,216,040</b>	<b>\$1,255,942</b>	<b>\$1,320,930</b>	<b>\$1,711,259</b>	<b>\$1,776,936</b>
<b>Method of Financing:</b>						
1	General Revenue	\$1,216,040	\$0	\$0	\$0	\$0
<b>SUBTOTAL, MOF (GENERAL REVENUE FUNDS)</b>		<b>\$1,216,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$0	\$1,255,942	\$1,320,930	\$1,711,259	\$1,776,936
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$0</b>	<b>\$1,255,942</b>	<b>\$1,320,930</b>	<b>\$1,711,259</b>	<b>\$1,776,936</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$1,711,259</b>	<b>\$1,776,936</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$1,216,040</b>	<b>\$1,255,942</b>	<b>\$1,320,930</b>	<b>\$1,711,259</b>	<b>\$1,776,936</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>12.86</b>	<b>14.90</b>	<b>14.00</b>	<b>14.00</b>	<b>14.00</b>

**601 Department of Transportation**

GOAL: 4 Enhance Rail Transportation  
OBJECTIVE: 1 Enhance Rail Transportation  
STRATEGY: 4 Ensure Rail Safety through Inspection and Public Education

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**

The Texas Rail Safety Program assists the Federal Railroad Administration (FRA) in its railroad safety enforcement efforts 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 manufacturers with railroad operating rules, and applicable state and federal rules and regulations. Strategy expenditures support the Texas Transportation Commission goals: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(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 percent of the state rail inspection program. Internal factors and external factors, such as the age of the rail system, increased usage, weight of trains, external maintenance investments and weather have the largest 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 sufficient resources may have a negative effect on rail safety.

**601 Department of Transportation**

GOAL: 5 Indirect Administration  
OBJECTIVE: 1 Indirect Administration  
STRATEGY: 1 Central Administration

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$51,983,817	\$62,188,837	\$66,516,071	\$68,511,555	\$68,511,555
1002	OTHER PERSONNEL COSTS	\$1,763,268	\$1,847,550	\$2,133,308	\$2,199,134	\$2,199,134
2001	PROFESSIONAL FEES AND SERVICES	\$12,011,732	\$17,161,954	\$13,367,719	\$19,239,833	\$18,257,779
2003	CONSUMABLE SUPPLIES	\$27,504	\$32,900	\$34,052	\$35,448	\$36,972
2004	UTILITIES	\$53,825	\$16,740	\$17,325	\$18,036	\$18,811
2005	TRAVEL	\$870,202	\$879,568	\$910,353	\$947,677	\$988,428
2006	RENT - BUILDING	\$343,369	\$355,670	\$366,049	\$381,057	\$397,442
2008	DEBT SERVICE	\$20,634,585	\$21,042,702	\$21,040,602	\$21,192,120	\$21,242,624
2009	OTHER OPERATING EXPENSES	\$7,491,242	\$12,602,701	\$12,772,864	\$9,316,640	\$8,027,874
5000	CAPITAL EXPENDITURES	\$24,378	\$1,315,000	\$0	\$0	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$95,203,922</b>	<b>\$117,443,622</b>	<b>\$117,158,343</b>	<b>\$121,841,500</b>	<b>\$119,680,619</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
20.205.000	Highway Planning and Construction	\$1,500,000	\$1,580,000	\$0	\$0	\$0
CFDA Subtotal, Fund	8082	<b>\$1,500,000</b>	<b>\$1,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$1,500,000</b>	<b>\$1,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$89,383,104	\$114,548,622	\$117,158,343	\$121,841,500	\$119,680,619
781	Bond Proceeds - Revenue Bonds	\$4,320,818	\$1,315,000	\$0	\$0	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$93,703,922</b>	<b>\$115,863,622</b>	<b>\$117,158,343</b>	<b>\$121,841,500</b>	<b>\$119,680,619</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$121,841,500</b>	<b>\$119,680,619</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>					<b>\$121,841,500</b>	<b>\$119,680,619</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>658.44</b>	<b>700.00</b>	<b>725.00</b>	<b>725.00</b>	<b>725.00</b>

601 Department of Transportation

GOAL: 5 Indirect Administration  
OBJECTIVE: 1 Indirect Administration  
STRATEGY: 1 Central Administration

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**

This strategy includes expenditures 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 (39.01% - 45.08%)  
02-01-02 Routine Maintenance (9.58% - 12.81%)  
02-01-04 Ferry System (0.4% - 1.0%)  
03-01-01 Public Transportation (0.05% - 0.15%)  
03-02-01 Traffic Safety (0.36% - 0.65%)  
03-03-01 Travel Information (0.99% - 2.89%)  
03-04-01 Research (0.15% - 0.50%)  
03-05-01 Aviation (0.17% - 15.84%)  
03-06-01 Gulf Waterway (0.23% - 1.07%)  
04-01-01 Rail Plan/Design/Manage (3.57% - 6.58%)  
04-01-04 Rail Safety (3.33% - 6.91%)

This method was selected because the employees of this agency benefit 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Chapter 201)

**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 districts and divisions to complete their tasks.

**601 Department of Transportation**

GOAL: 5 Indirect Administration  
OBJECTIVE: 1 Indirect Administration  
STRATEGY: 2 Information Resources

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$13,826,540	\$17,694,092	\$18,867,799	\$19,433,833	\$19,433,833
1002	OTHER PERSONNEL COSTS	\$424,809	\$430,660	\$512,304	\$527,786	\$527,786
2001	PROFESSIONAL FEES AND SERVICES	\$190,304,317	\$189,732,478	\$188,248,951	\$186,994,727	\$184,656,270
2003	CONSUMABLE SUPPLIES	\$7,863	\$8,099	\$8,382	\$8,726	\$9,101
2004	UTILITIES	\$3,736,877	\$3,594,362	\$3,720,165	\$3,872,692	\$4,039,217
2005	TRAVEL	\$50,648	\$52,247	\$54,328	\$56,555	\$58,987
2006	RENT - BUILDING	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
2007	RENT - MACHINE AND OTHER	\$321,562	\$325,282	\$331,730	\$345,331	\$360,180
2009	OTHER OPERATING EXPENSES	\$54,437,210	\$70,377,926	\$67,084,261	\$94,672,053	\$98,547,951
5000	CAPITAL EXPENDITURES	\$2,555,222	\$0	\$0	\$0	\$0
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$265,690,048</b>	<b>\$282,240,146</b>	<b>\$278,852,920</b>	<b>\$305,936,703</b>	<b>\$307,658,325</b>
<b>Method of Financing:</b>						
8082 Federal Reimbursements						
	20.205.000 Highway Planning and Construction	\$5,629,536	\$875,141	\$0	\$0	\$0
	CFDA Subtotal, Fund 8082	<b>\$5,629,536</b>	<b>\$875,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>	<b>\$5,629,536</b>	<b>\$875,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Method of Financing:</b>						
	6 State Highway Fund	\$260,060,512	\$281,365,005	\$278,852,920	\$305,936,703	\$307,658,325
	<b>SUBTOTAL, MOF (OTHER FUNDS)</b>	<b>\$260,060,512</b>	<b>\$281,365,005</b>	<b>\$278,852,920</b>	<b>\$305,936,703</b>	<b>\$307,658,325</b>
	<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>				<b>\$305,936,703</b>	<b>\$307,658,325</b>
	<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>	<b>\$265,690,048</b>	<b>\$282,240,146</b>	<b>\$278,852,920</b>	<b>\$305,936,703</b>	<b>\$307,658,325</b>
	<b>FULL TIME EQUIVALENT POSITIONS</b>	<b>152.46</b>	<b>158.73</b>	<b>168.00</b>	<b>168.00</b>	<b>168.00</b>

**601 Department of Transportation**

GOAL: 5 Indirect Administration  
OBJECTIVE: 1 Indirect Administration  
STRATEGY: 2 Information Resources

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**

This strategy provides information technology support to TxDOT administrative and business functions. Included in this strategy are 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 (39.01% - 45.08%)  
02-01-02 Routine Maintenance (9.58% - 12.81%)  
02-01-04 Ferry System (0.4% - 1.0%)  
03-01-01 Public Transportation (0.05% - 0.15%)  
03-02-01 Traffic Safety (0.36% - 0.65%)  
03-03-01 Travel Information (0.99% - 2.89%)  
03-04-01 Research (0.15% - 0.50%)  
03-05-01 Aviation (0.17% - 15.84%)  
03-06-01 Gulf Waterway (0.23% - 1.07%)  
04-01-01 Rail Plan/Design/Manage (3.57% - 6.58%)  
04-01-04 Rail Safety (3.33% - 6.91%)

(Transportation Code, Chapter 201)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**

TxDOT IT is focused on modernizing and maintaining a robust and stable IT infrastructure and application environment to become a “Best-in-Class” organization. The IT organization continually strives to attract, retain, and train top-talent to help reach objectives. TxDOT IT has also partnered with IT service providers to improve operational efficiency and support technology priority efforts. The agency relies on technology to bring cost-effective solutions to provide appropriate tools and services to optimize the day-to-day operations of TxDOT while reducing risks.

TxDOT's approach to standardizing and modernizing applications is to leverage software-as-a-service and commercial offerings where available. Standardization and modernization of the IT infrastructure, through ongoing replacement, and upgrades where necessary, will reduce cost and risk over the long-term. IT customer and internal support processes will be standardized and aligned to industry best practices.

**601 Department of Transportation**

GOAL: 5 Indirect Administration  
OBJECTIVE: 1 Indirect Administration  
STRATEGY: 3 Other Support Services

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
1001	SALARIES AND WAGES	\$26,423,082	\$30,262,024	\$32,369,864	\$33,340,959	\$33,340,959
1002	OTHER PERSONNEL COSTS	\$1,260,817	\$1,435,262	\$1,562,733	\$1,596,075	\$1,596,075
2001	PROFESSIONAL FEES AND SERVICES	\$235,173	\$238,230	\$244,901	\$245,390	\$247,844
2002	FUELS AND LUBRICANTS	\$1,181	\$1,196	\$1,230	\$1,232	\$1,245
2003	CONSUMABLE SUPPLIES	\$1,379,217	\$1,397,147	\$1,436,267	\$1,439,139	\$1,453,531
2004	UTILITIES	\$153,904	\$155,905	\$160,270	\$160,591	\$162,197
2005	TRAVEL	\$487,963	\$494,307	\$508,147	\$509,163	\$514,255
2006	RENT - BUILDING	\$414,579	\$419,969	\$431,728	\$432,591	\$436,917
2007	RENT - MACHINE AND OTHER	\$795,663	\$1,029,081	\$804,434	\$806,043	\$814,104
2009	OTHER OPERATING EXPENSES	\$13,641,185	\$13,985,051	\$14,166,804	\$18,668,317	\$20,326,911
5000	CAPITAL EXPENDITURES	\$110,810	\$333,412	\$98,500	\$90,000	\$98,500
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$44,903,574</b>	<b>\$49,751,584</b>	<b>\$51,784,878</b>	<b>\$57,289,500</b>	<b>\$58,992,538</b>
<b>Method of Financing:</b>						
6	State Highway Fund	\$44,885,338	\$49,751,584	\$51,784,878	\$57,289,500	\$58,992,538
666	Appropriated Receipts	\$18,236	\$0	\$0	\$0	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$44,903,574</b>	<b>\$49,751,584</b>	<b>\$51,784,878</b>	<b>\$57,289,500</b>	<b>\$58,992,538</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$57,289,500</b>	<b>\$58,992,538</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$44,903,574</b>	<b>\$49,751,584</b>	<b>\$51,784,878</b>	<b>\$57,289,500</b>	<b>\$58,992,538</b>
<b>FULL TIME EQUIVALENT POSITIONS</b>		<b>378.34</b>	<b>391.54</b>	<b>393.00</b>	<b>393.00</b>	<b>393.00</b>



**601 Department of Transportation**

GOAL: 5 Indirect Administration  
OBJECTIVE: 1 Indirect Administration  
STRATEGY: 3 Other Support Services

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**STRATEGY DESCRIPTION AND JUSTIFICATION:**

This strategy provides support services to the districts and divisions, such as internal mail services and shuttle car/vehicle maintenance services. In addition, this strategy administers statewide programs for the districts and divisions, 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 (39.01% - 45.08%)  
02-01-02 Routine Maintenance (9.58% - 12.81%)  
02-01-04 Ferry System (0.4% - 1.0%)  
03-01-01 Public Transportation (0.05% - 0.15%)  
03-02-01 Traffic Safety (0.36% - 0.65%)  
03-03-01 Travel Information (0.99% - 2.89%)  
03-04-01 Research (0.15% - 0.50%)  
03-05-01 Aviation (0.17% - 15.84%)  
03-06-01 Gulf Waterway (0.23% - 1.07%)  
04-01-01 Rail Plan/Design/Manage (3.57% - 6.58%)  
04-01-04 Rail Safety (3.33% - 6.91%)

The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Chapter 201)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**

Both external trends in productivity-enhancing technology and internal managerial philosophy impact indirect administrative and support costs. Improvements in business technology and processes assist Other Support Services in developing efficiencies that streamline support services within agency

**601 Department of Transportation**

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 1 General Obligation Bond Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2008	DEBT SERVICE	\$281,974,030	\$278,000,000	\$269,000,000	\$264,000,000	\$258,000,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$281,974,030</b>	<b>\$278,000,000</b>	<b>\$269,000,000</b>	<b>\$264,000,000</b>	<b>\$258,000,000</b>
 <b>Method of Financing:</b>						
555 Federal Funds						
21.000.002	Debt Service Subsidy BAB	\$10,551,127	\$10,142,965	\$10,324,433	\$9,864,894	\$9,375,924
CFDA Subtotal, Fund	555	<b>\$10,551,127</b>	<b>\$10,142,965</b>	<b>\$10,324,433</b>	<b>\$9,864,894</b>	<b>\$9,375,924</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$10,551,127</b>	<b>\$10,142,965</b>	<b>\$10,324,433</b>	<b>\$9,864,894</b>	<b>\$9,375,924</b>
 <b>Method of Financing:</b>						
8145	State Hwy Fund No. 6 - Prop 7, 2015	\$271,422,903	\$267,857,035	\$258,675,567	\$254,135,106	\$248,624,076
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$271,422,903</b>	<b>\$267,857,035</b>	<b>\$258,675,567</b>	<b>\$254,135,106</b>	<b>\$248,624,076</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$264,000,000</b>	<b>\$258,000,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$281,974,030</b>	<b>\$278,000,000</b>	<b>\$269,000,000</b>	<b>\$264,000,000</b>	<b>\$258,000,000</b>

**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 State of Texas Highway Improvement General Obligation Bonds ("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. HIGO bonds may have a maximum maturity of 30 years and may be issued in an aggregate principal amount of up to \$5 billion pursuant to the Texas Constitution. The bonds have been issued and the proceeds have been expended on highway improvement projects.

This strategy provides for the payment of debt service for HIGO bonds payable from the general revenue of the state and Proposition 7 funds. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Section 222.004; Texas Constitution, Article 3, Section 49-p)

601 Department of Transportation

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 1 General Obligation Bond Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**  
External factors impacting debt service requirements include interest rate fluctuations for variable rate debt (if utilized), general market volatility, tax law changes, changes in the State’s credit rating, debt amortization and factors impacting project progression which affects the rate at which bond proceeds are spent and replenished. Also, the continuation of the federal subsidy payments related to the Build America Bond (“BAB”) program is an important component of reducing debt service cost on the Series 2010A HIGO bond debt issued under the BAB program. As a result of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended by the Bipartisan Budget Act of 2013, BAB subsidy payments have been reduced every fiscal year since 2013 and are anticipated to be reduced until fiscal year 2031. To the extent federal BAB subsidy payments are reduced, additional general revenues or Proposition 7 funds will be needed to pay debt service for the Series 2010A bonds.

**601 Department of Transportation**

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 2 State Highway Fund Bond Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2008	DEBT SERVICE	\$418,120,178	\$419,000,000	\$419,000,000	\$420,000,000	\$422,000,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$418,120,178</b>	<b>\$419,000,000</b>	<b>\$419,000,000</b>	<b>\$420,000,000</b>	<b>\$422,000,000</b>
 <b>Method of Financing:</b>						
555 Federal Funds						
21.000.002	Debt Service Subsidy BAB	\$25,488,464	\$25,789,000	\$24,507,000	\$23,181,937	\$21,820,908
CFDA Subtotal, Fund	555	<b>\$25,488,464</b>	<b>\$25,789,000</b>	<b>\$24,507,000</b>	<b>\$23,181,937</b>	<b>\$21,820,908</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$25,488,464</b>	<b>\$25,789,000</b>	<b>\$24,507,000</b>	<b>\$23,181,937</b>	<b>\$21,820,908</b>
 <b>Method of Financing:</b>						
8107	State Highway Fund - Debt Service	\$392,631,714	\$393,211,000	\$394,493,000	\$396,818,063	\$400,179,092
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$392,631,714</b>	<b>\$393,211,000</b>	<b>\$394,493,000</b>	<b>\$396,818,063</b>	<b>\$400,179,092</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$420,000,000</b>	<b>\$422,000,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$418,120,178</b>	<b>\$419,000,000</b>	<b>\$419,000,000</b>	<b>\$420,000,000</b>	<b>\$422,000,000</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

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. The State Highway Fund First Tier Revenue Bonds ("SHF bonds") (also referred to as Proposition 14 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, \$6 billion is authorized for highway improvement projects; however of that amount \$1.2 billion must be used for safety projects. SHF bonds may have a maximum maturity of 20 years. The bonds have been issued and the proceeds have been expended on highway improvement projects.

This strategy provides for the payment of debt service for SHF 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Section 222.003; Texas Constitution, Article 3, Section 49-n)

601 Department of Transportation

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 2 State Highway Fund Bond Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**  
External factors impacting debt service requirements include interest rate fluctuations for variable rate debt, changes to the credit ratings of liquidity providers, general market volatility, tax law changes, changes in the credit ratings of the SHF bonds, debt amortization. Also, the continuation of the federal subsidy payments related to the Build America Bond (“BAB”) program is an important component of reducing debt service cost on the Series 2010 SHF bonds issued under the BAB program. As a result of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended by the Bipartisan Budget Act of 2013, BAB subsidy payments have been reduced every fiscal year since 2013 and are anticipated to be reduced until fiscal year 2031. To the extent federal BAB subsidy payments are reduced, additional State Highway Fund revenues will be needed to pay debt service on the Series 2010 bonds.

**601 Department of Transportation**

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 3 Texas Mobility Fund Bond Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2008	DEBT SERVICE	\$390,523,959	\$399,209,000	\$408,000,000	\$416,000,000	\$345,000,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$390,523,959</b>	<b>\$399,209,000</b>	<b>\$408,000,000</b>	<b>\$416,000,000</b>	<b>\$345,000,000</b>
 <b>Method of Financing:</b>						
555 Federal Funds						
	21.000.002 Debt Service Subsidy BAB	\$21,913,976	\$21,855,156	\$23,092,233	\$22,977,647	\$22,829,907
CFDA Subtotal, Fund	555	<b>\$21,913,976</b>	<b>\$21,855,156</b>	<b>\$23,092,233</b>	<b>\$22,977,647</b>	<b>\$22,829,907</b>
<b>SUBTOTAL, MOF (FEDERAL FUNDS)</b>		<b>\$21,913,976</b>	<b>\$21,855,156</b>	<b>\$23,092,233</b>	<b>\$22,977,647</b>	<b>\$22,829,907</b>
 <b>Method of Financing:</b>						
	8108 Texas Mobility Fund - Debt Service	\$368,609,983	\$377,353,844	\$384,907,767	\$393,022,353	\$322,170,093
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$368,609,983</b>	<b>\$377,353,844</b>	<b>\$384,907,767</b>	<b>\$393,022,353</b>	<b>\$322,170,093</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$416,000,000</b>	<b>\$345,000,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$390,523,959</b>	<b>\$399,209,000</b>	<b>\$408,000,000</b>	<b>\$416,000,000</b>	<b>\$345,000,000</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

In 2001, with voter approval the Texas Legislature established the Texas Mobility Fund 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 State of Texas General Obligation Mobility Fund Bonds ("TMF 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 Texas Mobility Fund and, at the option of the Texas Transportation Commission, the general revenues 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.

This strategy provides debt service for the repayment of TMF bonds payable from dedicated revenues of the Texas Mobility Fund including motor vehicle inspection fees, driver record information fees, driver license fees, and other miscellaneous revenues. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Section 201, Subchapter M; Texas Constitution, Article 3, Section 49-k)

601 Department of Transportation

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 3 Texas Mobility Fund Bond Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**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 liquidity providers, general market volatility, tax law changes, changes in the credit ratings of TMF bonds, debt amortization and factors impacting project progression which affects the rate at which bond proceeds are spent and replenished. Also, the continuation of the federal subsidy payments related to the Build America Bond (“BAB”) program is an important component of reducing debt service cost on the Series 2009A TMF bonds issued under the BAB program. As a result of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended by the Bipartisan Budget Act of 2013, BAB subsidy payments have been reduced every fiscal year since 2013 and are anticipated to be reduced until fiscal year 2031. To the extent federal BAB subsidy payments are reduced, additional Texas Mobility Fund revenues will be needed to pay debt service on Series 2009A bonds. Additionally, the vibrancy of the dedicated revenues deposited into the Texas Mobility Fund is somewhat correlated to general economic activity of the state. To the extent Texas Mobility Fund revenues are insufficient to pay debt service on TMF bonds, the general revenues of the state are pledged to the repayment of the bonds.

**601 Department of Transportation**

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 4 Other Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$0	\$500,000	\$500,000	\$500,000	\$500,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>
 <b>Method of Financing:</b>						
	8107 State Highway Fund - Debt Service	\$0	\$500,000	\$500,000	\$500,000	\$500,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$500,000</b>	<b>\$500,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>

**STRATEGY DESCRIPTION AND JUSTIFICATION:**

Other Debt Service includes debt service on short-term obligations issued pursuant to and as authorized by Article III, Section 49-m of the Texas Constitution and Section 201.115, Texas Transportation Code. The Texas Transportation Commission has previously entered into agreements for short-term lending facilities to facilitate efficient cash management operations in response to fluctuations in the cash balance of the State Highway Fund that result from the cyclical nature and uncertain timing of deposits into and payments out of the State Highway Fund. Such obligations are payable only from funds appropriated by the state legislature, including State Highway Fund revenues, and must mature within two years of issuance. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees. The Texas Transportation Commission currently does not have any short-term obligations outstanding or short-term lending facilities available for lending.

(Transportation Code, Section 201.115; Texas Constitution, Article 3, Section 49-m)



601 Department of Transportation

GOAL: 6 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
OBJECTIVE: 1 Debt Service Payments for Bonds, Notes, and Other Credit Agreements  
STRATEGY: 4 Other Debt Service Payments

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**  
External factors impacting debt service requirements include interest rate fluctuations on borrowings, changes to the credit ratings of debt secured by the State Highway Fund, changes in the cost of the lending facilities, general market volatility, and tax law changes. Additionally, factors impacting the timing of federal reimbursements have a large impact on the strategy. Delayed or reduced federal reimbursements may cause additional use of the cash management program and resulting additional interest cost from borrowing. Lastly, factors impacting project progression and the potential for a mismatch in the timing of revenue deposits impact the strategy.

**601 Department of Transportation**

GOAL: 7 Develop Transportation Projects through Toll Project Subaccount Funds  
OBJECTIVE: 1 Deliver Transportation Projects through Toll Project Subaccount Funds  
STRATEGY: 1 Plan, Design, and Manage Projects with Regional Toll Revenue Funds

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$0	\$0	\$0	\$0	\$0
2009	OTHER OPERATING EXPENSES	\$0	\$0	\$0	\$0	\$0
5000	CAPITAL EXPENDITURES	\$9,179	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$9,179</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>
<b>Method of Financing:</b>						
8116	Highway Fund 6-Toll Revenue	\$9,179	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$9,179</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$4,500,000</b>	<b>\$4,500,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$9,179</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>

**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, as well as testing of materials for, construction projects. The expenditures in this strategy support the following goals of the Texas Transportation Commission: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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 201.102, 201.103, 203.002, and 203.021)

601 Department of Transportation

GOAL: 7 Develop Transportation Projects through Toll Project Subaccount Funds  
OBJECTIVE: 1 Deliver Transportation Projects through Toll Project Subaccount Funds  
STRATEGY: 1 Plan, Design, and Manage Projects with Regional Toll Revenue Funds

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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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.

601 Department of Transportation

GOAL: 7 Develop Transportation Projects through Toll Project Subaccount Funds  
OBJECTIVE: 1 Deliver Transportation Projects through Toll Project Subaccount Funds  
STRATEGY: 2 Contracted Planning/Design of Projects with Regional Toll Revenue

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>
<b>Method of Financing:</b>						
	8116 Highway Fund 6-Toll Revenue	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$4,000,000</b>	<b>\$4,000,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>

**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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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 external consultants, which increases the functional responsibility of TxDOT. TxDOT cooperates with external partners to provide timely transportation solutions to the state's urban and rural communities.

**601 Department of Transportation**

GOAL: 7 Develop Transportation Projects through Toll Project Subaccount Funds  
OBJECTIVE: 1 Deliver Transportation Projects through Toll Project Subaccount Funds  
STRATEGY: 3 Optimize Timing of ROW Acquisition with Regional Toll Revenue

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2001	PROFESSIONAL FEES AND SERVICES	\$17,200	\$0	\$0	\$0	\$0
2009	OTHER OPERATING EXPENSES	\$46,646	\$0	\$0	\$0	\$0
5000	CAPITAL EXPENDITURES	\$5,598,643	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$5,662,489</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>
<b>Method of Financing:</b>						
8116	Highway Fund 6-Toll Revenue	\$5,662,489	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$5,662,489</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$12,500,000</b>	<b>\$12,500,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$5,662,489</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>	<b>\$12,500,000</b>

**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 on behalf of the state and are eligible to be reimbursed not less than 90 percent of their acquisition costs.

This strategy also includes all contracted cost directly related to the acquisition of right of way. 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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

(Transportation Code, Sections 91.091, Chapter 203, Subchapter D and E, and Sections 224.005 and 224.008)

601 Department of Transportation

- GOAL: 7 Develop Transportation Projects through Toll Project Subaccount Funds
- OBJECTIVE: 1 Deliver Transportation Projects through Toll Project Subaccount Funds
- STRATEGY: 3 Optimize Timing of ROW Acquisition with Regional Toll Revenue

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
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**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**

The cost of purchasing needed right of way is directly related to the location of the proposed transportation projects. Commercial properties or properties 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 who 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. 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.

**601 Department of Transportation**

GOAL: 7 Develop Transportation Projects through Toll Project Subaccount Funds  
OBJECTIVE: 1 Deliver Transportation Projects through Toll Project Subaccount Funds  
STRATEGY: 4 Construction Contract Payments from Regional Toll Revenue

CODE	DESCRIPTION	Exp 2023	Est 2024	Bud 2025	Req 2026	Req 2027
<b>Object of Expense:</b>						
2009	OTHER OPERATING EXPENSES	\$12,405,342	\$15,500,000	\$15,500,000	\$63,655,519	\$15,285,545
5000	CAPITAL EXPENDITURES	\$25,090,672	\$196,000,000	\$196,000,000	\$336,344,481	\$134,714,455
<b>TOTAL,</b>	<b>OBJECT OF EXPENSE</b>	<b>\$37,496,014</b>	<b>\$211,500,000</b>	<b>\$211,500,000</b>	<b>\$400,000,000</b>	<b>\$150,000,000</b>
<b>Method of Financing:</b>						
8116	Highway Fund 6-Toll Revenue	\$27,496,014	\$200,000,000	\$200,000,000	\$400,000,000	\$150,000,000
8117	Highway Fund 6-Concession Fees	\$10,000,000	\$11,500,000	\$11,500,000	\$0	\$0
<b>SUBTOTAL, MOF (OTHER FUNDS)</b>		<b>\$37,496,014</b>	<b>\$211,500,000</b>	<b>\$211,500,000</b>	<b>\$400,000,000</b>	<b>\$150,000,000</b>
<b>TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)</b>					<b>\$400,000,000</b>	<b>\$150,000,000</b>
<b>TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)</b>		<b>\$37,496,014</b>	<b>\$211,500,000</b>	<b>\$211,500,000</b>	<b>\$400,000,000</b>	<b>\$150,000,000</b>

**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: Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve our Assets, Promote Safety, and Value our Employees.

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, 203.002, 203.003, 203.021, Chapter 224 Subchapter B and 471.004)

**EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:**

Efficient, cooperative communication between the state and external 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 state and federal legislation, ability to obtain the necessary rights of way, utility adjustments, weather conditions, environmental issues, plan development timing/funding activities, and public hearings.

3.B. Rider Revisions and Additions Request

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Lisa Carroll / Eva Reynoso Gonzales	5/22/2024	

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions																																																																					
1	VII 20	<p><b>1. Performance Measure Targets.</b> 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><tr><td></td><td><b>2024</b></td><td><b>2025</b></td></tr><tr><td></td><td><b><u>2026</u></b></td><td><b><u>2027</u></b></td></tr><tr><td><b>A. Goal: PROJECT DEVELOPMENT &amp; DELIVERY</b></td><td></td><td></td></tr><tr><td><b>Outcome (Results/Impact):</b></td><td></td><td></td></tr><tr><td>Percent of Design Projects Delivered on Time</td><td>90%</td><td>90%</td></tr><tr><td>Percent of Construction Projects Completed on Budget</td><td>85%</td><td>85%</td></tr><tr><td></td><td><del>54.8%</del></td><td><del>54.9%</del></td></tr><tr><td>Percent of Two-lane Highways 26 Feet or Wider in Paved Width</td><td>58.12%</td><td>58.30%</td></tr><tr><td>Percent of Construction Projects Completed on Time</td><td>65%</td><td>65%</td></tr><tr><td><b>A.1.1. Strategy: PLAN/DESIGN/MANAGE</b></td><td></td><td></td></tr><tr><td><b>Output (Volume):</b></td><td></td><td></td></tr><tr><td>Number of Construction Plans Processed for Statewide Construction Letting</td><td><del>765</del></td><td><del>765</del></td></tr><tr><td></td><td>790</td><td>790</td></tr><tr><td></td><td><del>6,500</del></td><td><del>6,500</del></td></tr><tr><td>Dollar Volume of Construction Contracts Awarded (Millions)</td><td>\$6,500</td><td>\$6,500</td></tr><tr><td>Number of Construction Contracts Awarded</td><td>765</td><td>765</td></tr><tr><td><b>B. Goal: ROUTINE SYSTEM MAINTENANCE</b></td><td></td><td></td></tr><tr><td><b>Outcome (Results/Impact):</b></td><td></td><td></td></tr><tr><td></td><td><del>88.68</del></td><td><del>88.59</del></td></tr><tr><td>Bridge Inventory Condition Score</td><td>89.02</td><td>89.04</td></tr><tr><td>Percent of Highway Pavements in Good or Better Condition</td><td>90%</td><td>90%</td></tr><tr><td><b>B.1.1. Strategy: CONTRACTED ROUTINE MAINTENANCE</b></td><td></td><td></td></tr><tr><td><b>Output (Volume):</b></td><td></td><td></td></tr></table>		<b>2024</b>	<b>2025</b>		<b><u>2026</u></b>	<b><u>2027</u></b>	<b>A. Goal: PROJECT DEVELOPMENT &amp; DELIVERY</b>			<b>Outcome (Results/Impact):</b>			Percent of Design Projects Delivered on Time	90%	90%	Percent of Construction Projects Completed on Budget	85%	85%		<del>54.8%</del>	<del>54.9%</del>	Percent of Two-lane Highways 26 Feet or Wider in Paved Width	58.12%	58.30%	Percent of Construction Projects Completed on Time	65%	65%	<b>A.1.1. Strategy: PLAN/DESIGN/MANAGE</b>			<b>Output (Volume):</b>			Number of Construction Plans Processed for Statewide Construction Letting	<del>765</del>	<del>765</del>		790	790		<del>6,500</del>	<del>6,500</del>	Dollar Volume of Construction Contracts Awarded (Millions)	\$6,500	\$6,500	Number of Construction Contracts Awarded	765	765	<b>B. Goal: ROUTINE SYSTEM MAINTENANCE</b>			<b>Outcome (Results/Impact):</b>				<del>88.68</del>	<del>88.59</del>	Bridge Inventory Condition Score	89.02	89.04	Percent of Highway Pavements in Good or Better Condition	90%	90%	<b>B.1.1. Strategy: CONTRACTED ROUTINE MAINTENANCE</b>			<b>Output (Volume):</b>		
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3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions
		<div><div>Number of Lane Miles Contracted for Resurfacing19,00019,000</div><div><b>B.1.2. Strategy:</b> ROUTINE MAINTENANCE</div><div><b>Output (Volume):</b></div><div>Number of Highway Lane Miles Resurfaced by State Forces6,5006,500</div><div><b>C. C. Goal:</b> OPTIMIZE SERVICES AND SYSTEMS</div><div><b>Outcome (Results/Impact):</b></div><div>Percent Change in the Number of Small Urban and Rural Transit Trips1%1%</div><div><del>1.14</del><del>1.09</del></div><div>Number of Fatalities Per 100,000,000 Miles Traveled0.870.86</div><div>Percent of General Aviation Airport Runways in Good or Excellent Condition60%60%</div><div><b>C.5.1. Strategy:</b> AVIATION SERVICES</div><div><b>Output (Volume):</b></div><div>Number of Grants Approved for Airports Selected for Financial Assistance7070</div><div><b>D. Goal:</b> ENHANCE RAIL TRANSPORTATION</div><div><b>D.1.4. Strategy:</b> RAIL SAFETY</div><div><b>Output (Volume):</b></div><div><del>119,000</del><del>119,000</del></div><div>Number of Federal Railroad Administration (FRA) Units Inspected130,000130,000</div></div>
		<i>This rider is revised to update target amounts and percentages.</i>
2	VII 21-22	<div><div><b>2. Capital Budget.</b> 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. 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, Section 1232.103.</div><div>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. The report shall identify any changes to the amounts budgeted for items listed below, including but not limited to appropriations transfers into or out of each item, actual or anticipated lapses of capital budget appropriations, expenditures for additional capital budget items not listed below, and any unexpended balances of capital budget appropriations for fiscal year 2024 that are not lapsed and are appropriated in fiscal year 2025 pursuant to Article IX, Section 14.03, of this Act.</div></div>

3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions		
			<u>2024</u> <u>2026</u>	<u>2025</u> <u>2027</u>
		a. Acquisition of Land and Other Real Property		
		(1) Dredge Disposal Sites	\$ 450,000 600,000	\$ 450,000 600,000
		(2) Land for Construction of Buildings	<del>11,000,000</del> 20,000,000	0
		Total, Acquisition of Land and Other Real Property	\$ <del>11,450,000</del> 20,600,000	\$ 450,000 600,000
		b. Construction of Buildings and Facilities		
		(1) Radio Tower Replacements, Statewide	\$ <del>6,500,000</del> 0	\$ <del>6,500,000</del> 0
		(2) Facilities Master Plan Projects	<del>221,650,000</del> 224,000,000	0 0
		(3) Flight Services - New Hangar and Ramp Rehabilitation	<del>12,000,000</del> 0	0 0
		Total, Construction of Buildings and Facilities	\$ <del>240,150,000</del> 224,000,000	\$ <del>6,500,000</del> 0
		c. Repair or Rehabilitation of Buildings and Facilities		
		(1) Deferred Maintenance	\$ <del>37,350,000</del> 42,000,000	\$ 0 0
		d. Acquisition of Information Resource Technologies		
		(1) Enterprise Information Management	\$ <del>12,449,200</del> 11,709,494	\$ <del>11,811,200</del> 10,459,335
		(2) Information and Systems Modernization	<del>38,875,000</del> 25,753,283	<del>36,250,000</del> 21,652,761

3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions		
			<del>4,903,320</del>	<del>5,148,486</del>
		(3) PC Replacement	6,516,217	6,516,217
			<del>27,100,000</del>	<del>28,300,000</del>
		(4) Technology Replacements and Upgrades	42,520,988	42,320,963
		Total, Acquisition of Information Resource Technologies	<del>\$ 3,327,520</del> 86,499,982	<del>\$ 81,509,686</del> 80,949,276
		e. Transportation Items	\$ 39,297,116	\$ 0
			<del>\$ 88,648,208</del>	<del>\$ 93,052,542</del>
		f. Acquisition of Capital Equipment and Items	245,687,000	16,753,000
		g. Data Center/Shared Technology Services		
		(1) Data Center Consolidation	<del>\$ 60,335,557</del> 70,008,925	<del>\$ 60,185,193</del> 70,008,925
		h. Centralized Accounting and Payroll/Personnel System (CAPPS)		
		(1) Centralized Accounting & Payroll/Personnel System (CAPPS)	<del>\$ 7,157,464</del> 7,500,956	<del>\$ 7,157,464</del> 8,001,020
		(2) CAPPS Upgrades and Improvements	<del>\$ 6,800,000</del> 8,447,038	<del>\$ 3,000,000</del> 7,000,893
		Total, Centralized Accounting and Payroll/Personnel System (CAPPS)	<del>\$ 13,957,464</del> 15,947,994	<del>\$ 10,157,464</del> 15,001,913
		i. Cybersecurity		
		(1) Cybersecurity Initiative Projects	<del>\$ 20,528,000</del> 20,268,148	<del>\$ 21,160,000</del> 15,767,574
		j. Legacy Modernization		

3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions																		
		<table><tr><td>(1) Mainframe-Legacy Modernization</td><td>\$ 8,500,000 11,201,428</td><td>\$ 6,950,000 7,851,001</td></tr><tr><td>Total, Capital Budget</td><td><del>\$ 564,247,709</del> \$ 775,510,593</td><td><del>\$ 279,964,885</del> \$ 206,931,689</td></tr><tr><td>Method of Financing (Capital Budget):</td><td></td><td></td></tr><tr><td>General Revenue Fund</td><td><del>\$ 12,000,000</del> 0</td><td>\$ 0</td></tr><tr><td>State Highway Fund No. 006</td><td><del>\$ 552,247,709</del> \$ 775,510,593</td><td><del>\$ 279,964,885</del> \$ 206,931,689</td></tr><tr><td>Total, Method of Financing</td><td><del>\$ 564,247,709</del> \$ 775,510,593</td><td><del>\$ 279,964,885</del> \$ 206,931,689</td></tr></table>	(1) Mainframe-Legacy Modernization	\$ 8,500,000 11,201,428	\$ 6,950,000 7,851,001	Total, Capital Budget	<del>\$ 564,247,709</del> \$ 775,510,593	<del>\$ 279,964,885</del> \$ 206,931,689	Method of Financing (Capital Budget):			General Revenue Fund	<del>\$ 12,000,000</del> 0	\$ 0	State Highway Fund No. 006	<del>\$ 552,247,709</del> \$ 775,510,593	<del>\$ 279,964,885</del> \$ 206,931,689	Total, Method of Financing	<del>\$ 564,247,709</del> \$ 775,510,593	<del>\$ 279,964,885</del> \$ 206,931,689
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Total, Method of Financing	<del>\$ 564,247,709</del> \$ 775,510,593	<del>\$ 279,964,885</del> \$ 206,931,689																		
4	VII 22	<p><b>4. Magazine Appropriations.</b> 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 appropriated to Strategy C.3.1, Travel Information, any magazine revenues generated above \$4,300,000 in fiscal year <del>2024</del><u>2026</u> and \$4,300,000 in fiscal year <del>2025</del><u>2027</u>. Funds may be utilized only for the purpose of magazine costs. The Department of Transportation may transfer revenues available from prior years subscription fees to Strategy C.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 appropriated all revenue collected from the sale of promotional items as authorized by Transportation Code, Section 204.009.</p> <p><i>This rider has been revised to update the fiscal years and amounts, 2026-27 does not include HB 2 supplemental.</i></p>																		
8	VII 23	<p><b>8. Aviation Services Appropriations.</b> In addition to amounts appropriated above, any unexpended and unobligated balances of appropriations made to the Department of Transportation from State Highway Fund No. 006 <u>and General Revenue Fund No. 001</u> for airport development grants in the <del>2022-23</del><u>2024-25</u> biennium in Strategy C.5.1, Aviation Services, remaining as of August 31, <del>2023</del><u>2025</u>, (estimated to be \$0), are appropriated to Strategy C.5.1, Aviation Services, for the fiscal biennium beginning September 1, <del>2023</del><u>2025</u>, for the same purpose.</p> <p><i>This rider has been revised to update the biennial references.</i></p>																		

3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions
		<i>This rider has been revised to update the biennial references and to request UB authority for amounts appropriated in the General Revenue Fund No. 001 in addition to the State Highway Fund No. 006.</i>
13	VII 23-24	<p><del><b>13. Full Time Equivalent: Summer Hire Program.</b> 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).</del></p> <p><i>This rider has been recommended for deletion. Article IX Section 6.10(i) Limitation on State Employment Levels, address that the limitations on FTEs under this section do not apply to a state agency in an instance of employment of an intern. Rider 13 in TxDOT bill pattern is considered duplicative.</i></p>
14	VII 24-26	<p><b>14. Reporting Requirements.</b></p> <p>a. <b>Trade Transportation Activities.</b> The Department of Transportation shall provide a report to the department's border district legislators and to the respective metropolitan planning organizations on the department's trade transportation activities in such border districts during the <del>2024-25</del><u>2026-27</u> 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. <b>Cash Forecast.</b> 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.</p> <p>c. <b>Project Status Report.</b> 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, 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, 90 days prior to any loan being approved by the Transportation Commission for any toll 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. Additionally, 30 days prior to any loan being approved by the Transportation Commission for a non-tolled transportation 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. <b>Toll Project, Rail Project, and Toll Project Entities.</b></p>

3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions
		<p>The Department of Transportation shall provide, unless a member requests it not be provided, notification of:</p> <ul style="list-style-type: none"><li>(1) 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 Program;</li><li>(2) 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;</li><li>(3) 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; and</li><li>(4) the receipt of written notification for a proposed passenger rail or toll road project within each member of the House and Senate's district, whether or not it involves any state or federal funding no later than 10 days after receipt.</li></ul> <p>e. <b>Public Transportation Activities.</b> The Department of Transportation shall develop and submit an annual report to the Legislature no later than March 15, 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 Transportation Code, Section 461.001, the Department of Transportation is directed to engage the services of the Texas A&amp;M 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> <p>f. <b>Electronic Format.</b> All reports to the Legislature outlined in this Rider and elsewhere in this Act relating to Toll Road Projects must be delivered to the Legislature in electronic formats and, if requested, in paper format.</p> <p>g. <b>Federal Funds Reporting Requirement.</b></p> <ul style="list-style-type: none"><li>(1) The Department of Transportation shall provide to the Legislative Budget Board and the Governor:<ul style="list-style-type: none"><li>(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 <del>2024-25</del><u>2026-27</u> biennium within <del>1030</del> business days <del>of the date upon receipt or notice of future receipt for which the Department of Transportation is notified of such increases or decreases appropriated;</del> and</li><li>(B) written notification outlining:</li></ul></li></ul>

### 3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions
		<p>i. the use and projected impacts of any additional federal funds available to the Department of Transportation above amounts estimated for the <del>2024-25</del><u>2026-27</u> 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>(3) Using funds appropriated above to the Department of Transportation, the department shall annually submit to the Governor, Lieutenant Governor, and each member of the legislature a report regarding the use of funds received from the federal government for transportation projects. The report shall provide an accounting of all federal funds received for transportation projects during the preceding year and identify the amount of federal funds used for transportation projects during that year, disaggregated by transportation project. The report must identify each transportation project included in the report as a new construction project, an existing construction project, or a maintenance project.</p> <p>h. <b><del>Toll Project Revenue and Funds Report.</del></b> <del>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.</del></p> <p>i. <b>Appropriations from State Highway Fund No. 006.</b> 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 which includes, but is not limited to:</p> <p>(1) each construction project's enhancement of the state's economy, traffic safety, and connectivity;</p> <p>(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</p> <p>(3) a district by district analysis of pavement score targets and how proposed maintenance spending will impact pavement scores in each district.</p> <p>j. <b>Congested Road Segments.</b> Out of funds appropriated above, the department shall expend necessary funds to prominently post, no later than November 1, the top 100 congested road segments on its website and:</p> <p>(1) the annual hours of travel delays and the economic value of the delays for each segment;</p>

3.B. Rider Revisions and Additions Request

Current Rider Number	Page Number in 2024-25 GAA	Requested Revisions, Additions and Deletions
		<p>(2) a congestion mitigation plan drafted in coordination with the local Metropolitan Planning Organization which shall include, when appropriate, alternatives to highway construction; and</p> <p>(3) at least a quarterly update of the current status in completing the mitigation plan for each road segment.</p> <p>k. <b>Pass-through Tolling Agreements.</b> 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> <p>l. <b>Project Tracker.</b> All reports to the Legislature outlined in this rider may be satisfied by Project Tracker on the Department of Transportation's website to the extent possible.</p> <p><i>This rider has been revised to update the biennial references. Subsection h of this rider has been recommended for deletion as it is duplicative and would like to align the agency's toll reporting requirement with Sec. 372.0535 of the Transportation Code. This request increases the number of days required to provide the report to the LBB. Also, subsection l of this rider satisfies the agency's reporting requirement information to the Legislature.</i></p>
18	VII 28	<p><b>18. Additional Funds.</b></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, <u>or</u> State Highway Fund No. 006 - Concession Fees, <del>State Highway Fund No. 006 - Proposition 1, 2014, or State Highway Fund No. 006 - Proposition 7, 2015,</del> may be expended by the Department of Transportation unless 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 <u>2024-252026-27</u> biennium, their proposed uses and projected impacts. The Department of Transportation's proposal for the use of additional State Highway Funds shall be considered approved if not disapproved by the Legislative Budget Board or the Governor before:</p> <p>(1) the 30th business day after the date on which the staff of the Legislative Budget Board concludes its review of the report and forwards the review to the Chair of the House Appropriations Committee, Chair of the Senate Finance Committee, Speaker of the House, and Lieutenant Governor; and</p> <p>(2) the 30th business day after receipt of the report by the Governor.</p> <p>b. Additional information requested by the Legislative Budget Board regarding a request submitted by the Department of Transportation pursuant to this rider shall be provided in a timely manner. Notwithstanding any provision to the contrary in subsection (a) of this rider, the Legislative Budget Board is authorized to suspend the approval of a proposal for the use of additional State Highway Funds at any time pending the receipt of additional information requested of the Department of Transportation.</p>



3.B. Rider Revisions and Additions Request

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		<p>a. 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 8.02, Article IX, of this Act.</p> <p><i>This rider has been revised to update the biennial references. This rider has been revised to remove Proposition 1 and Proposition 7 from subsection (a) due to the need for flexibility to align funding without creating any additional delays in project development and delivery.</i></p>
20	VII 29	<p><b>20. Appropriations Limited to Revenue Collections: Rail Safety.</b> Fees, fines, and other miscellaneous revenues as authorized and generated by the operation of the Rail Safety program pursuant to Transportation Code, Section 111.101, shall cover, at a minimum, the cost of appropriations made above in Strategy D.1.4, Rail Safety, as well as the "other direct and indirect costs" made elsewhere in this Act associated with this program. Direct costs for the Rail Safety program are estimated to be <del>\$1,208,059</del>\$1,711,259 in fiscal year <del>2024</del><u>2026</u> and <del>\$1,208,059</del>\$1,776,936 in fiscal year <del>2025</del><u>2027</u> and "other direct and indirect costs" are estimated to be <del>\$434,855</del>\$462,040 for fiscal year <del>2024</del><u>2026</u> and <del>\$428,673</del>\$479,773 for fiscal year <del>2025</del><u>2027</u>.</p> <p>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> <p><i>This rider has been revised to update the biennial references.</i></p>
22	VII 29	<p><b>22. Colonia Projects.</b> In addition to amounts appropriated above, any unexpended balances in Strategy A.1.8, Construction Grants &amp; Services, from General Obligation Bond Proceeds for colonia access roadway projects remaining as of August 31, <del>2023</del><u>2025</u> (estimated to be \$0), are appropriated to the Department of Transportation for the fiscal year beginning September 1, <del>2023</del><u>2025</u>, for the same purpose. Any unexpended balances of these funds remaining as of August 31, <del>2024</del><u>2026</u>, are appropriated to the Department of Transportation for the fiscal year beginning September 1, <del>2024</del><u>2026</u>, for the same purpose.</p> <p><i>This rider has been revised to update the biennial references.</i></p>
24	VII 29	<p><b>24. Crash Records Information System.</b> Included in the amounts appropriated above in Strategy C.2.1, Traffic Safety, is \$730,218 in fiscal year <del>2024</del><u>2026</u> and \$730,218 in fiscal year <del>2025</del><u>2027</u> from GR Dedicated - Texas Department of Insurance Operating Fund Account No. 036 for ongoing maintenance of the Crash Records Information System.</p> <p><i>This rider has been revised to update the biennial references.</i></p>
29	VII 30	<p><b>29. Unexpended Balances Appropriation: Acquisition of Information Resource Technologies, Centralized Accounting and Payroll/Personnel System (CAPPS), Legacy Modernization, and Cybersecurity.</b> Any unobligated and unexpended balances of funds remaining as of August 31, <del>2023</del><u>2025</u>, that were appropriated to the Department of Transportation for the <del>2022-23</del><u>2024-25</u> biennium for capital budget items in the Acquisition of Information Resource Technologies capital budget category (estimated to be \$0), the Centralized Accounting and Payroll/Personnel System (CAPPS) capital budget category (estimated to be \$0), <u>Legacy Modernization capital budget project category (estimated to be \$0)</u>, and the Cybersecurity capital budget project category (estimated to be \$0) are appropriated for the fiscal biennium beginning September 1, <del>2023</del><u>2025</u>, for the same purpose.</p>

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		<i>This rider has been revised to update the biennial references and to add UB authority for Legacy Modernization.</i>
30	VII 30	<b>30. Unexpended Balances Appropriation: Construction Contracts and Construction Grants and Services.</b> Any unexpended balances remaining as of August 31, <del>2023</del> <u>2025</u> , from appropriations made to the Department of Transportation in Strategy A.1.4, Construction Contracts, and Strategy A.1.8, Construction Grants and Services, in the <del>2022-23</del> <u>2024-25</u> biennium (estimated to be \$0) are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, <del>2023</del> <u>2025</u> , for the same purpose.  <i>This rider has been revised to update the biennial references.</i>
33	VII 30	<b>33. Interagency Contract for Legal Services.</b> Out of funds appropriated above, \$10,000,000 in each fiscal year of the <del>2024-25</del> <u>2026-27</u> biennium is for an interagency contract with the Office of the Attorney General for legal services provided by the Office of the Attorney General to the Department of Transportation. Any interagency contract funded by appropriated funds may not exceed reasonable attorney fees for similar legal services in the private sector, shall not jeopardize the ability of the Department of Transportation to carry out its legislative mandates, and shall not affect the budget for the Department of Transportation such that employees must be terminated in order to pay the amount of the interagency contract.  <i>This rider has been revised to update the biennial references.</i>
35	VII 31	<b>35. Proposition 1 Appropriations.</b>  (a) Amounts appropriated above in Strategy A.1.6, Proposition 1, 2014, from State Highway Fund No. 006 - Proposition 1, 2014, include estimated revenue transfers to the State Highway Fund for the <del>2024-25</del> <u>2026-27</u> biennium pursuant to Article III, Section 49-g(c-1) of the Texas Constitution (estimated to be <del>\$3,319,218,000</del> <u>\$3,078,019,503</u> in fiscal year <del>2024</del> <u>2026</u> and <del>\$3,548,895,000</del> <u>\$1,909,097,000</u> in fiscal year <del>2025</del> <u>2027</u> ) to be used for constructing, maintaining, and acquiring rights-of-way for non-tolled public roadways.  (b) Any unexpended balances of funds remaining as of August 31, <del>2023</del> <u>2025</u> , from State Highway Fund No. 006 - Proposition 1, 2014, appropriations made to the Department of Transportation for the <del>2022-23</del> <u>2024-25</u> biennium (estimated to be <del>\$0</del> <u>\$2,000,000,000</u> in fiscal year <del>2026</del> and <u>\$900,000,000</u> in fiscal year <del>2027</del> ) are appropriated for the fiscal biennium beginning September 1, <del>2023</del> <u>2025</u> , for the same purpose.  <i>This rider has been revised to update the biennial references.</i>
36	VII 31	<b>36. Proposition 7 Appropriations.</b>  a. Amounts appropriated above from State Highway Fund No. 006 - Proposition 7, 2015, reflect estimated revenue allocations to the State Highway Fund pursuant to Article VIII, Section 7-c (a) and (b) of the Texas Constitution (estimated to be <del>\$3,192,139,000</del> <u>\$3,971,922,667</u> in fiscal year <del>2024</del> <u>2026</u> and <del>\$3,240,627,000</del> <u>\$4,029,238,027</u> in fiscal year <del>2025</del> <u>2027</u> ). The estimated amounts are allocated to the strategies above for the following purposes, in accordance with Article VIII, Section 7-c, subsection (c), of the Texas Constitution:  (1) <del>\$2,924,896,000</del> <u>\$3,717,787,561</u> in fiscal year <del>2024</del> <u>2026</u> and <del>\$2,977,952,000</del> <u>\$3,780,613,951</u> in fiscal year <del>2025</del> <u>2027</u> in Strategy A.1.7, Proposition 7, 2015, for the construction, maintenance, or acquisition of rights-of- way for public roadways other than toll roads; and

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		<p>(2) <del>\$267,243,000</del><u>\$254,135,106</u> in fiscal year <del>2024</del><u>2026</u> and <del>\$262,675,000</del><u>\$248,624,076</u> in fiscal year <del>2025</del><u>2027</u> in Strategy F.1.1, General Obligation Bonds, for the repayment of principal and interest on general obligation bonds issued as authorized by Article III, Section 49-p, of the Texas Constitution:</p> <p>b. The Department of Transportation is authorized to transfer State Highway Fund No. 006 - Proposition 7, 2015, appropriations from Strategy A.1.7, Proposition 7, 2015, in Strategy F.1.1, General Obligation Bonds, in any amount necessary to repay principal and interest on general obligation bonds. The Department of Transportation may transfer unexpended balances of State Highway Fund No. 006 - Proposition 7, 2015, appropriations remaining in Strategy F.1.1, General Obligation Bonds, to Strategy A.1.7, Proposition 7, 2015, after expenditures of such funds have been made for payments due on general obligation bonds during each fiscal year.</p> <p>c. Any unexpended balances of funds remaining as of August 31, <del>2023</del><u>2025</u>, from State Highway Fund No. 006 – Proposition 7, 2015, appropriations made to the Department of Transportation for the <del>2022-23</del><u>2024-25</u> biennium (estimated to be <del>\$0</del><u>\$600,000,000</u> in fiscal year <u>2026</u> and <u>\$0</u><u>\$500,000,000</u> in fiscal year <u>2027</u>) are appropriated for the fiscal biennium beginning September 1, <del>2023</del><u>2025</u>, for the same purpose.</p> <p><i>This rider has been revised to update the biennial references.</i></p>
37	VII 31	<p><b>37. Port Access Improvements.</b> Out of amounts appropriated to the Department of Transportation by this Act, an amount not to exceed \$20,000,000 in each fiscal year of the <del>2024-25</del><u>2026-27</u> biennium from any available source of revenue and/or balances in Texas Mobility Fund No. 365 shall be allocated to provide funding for public roadway projects selected by the Port Authority Advisory Committee and approved by the Texas Transportation Commission to improve connectivity to Texas ports.</p> <p><i>This rider has been revised to update the biennial references.</i></p>
39	VII 31-32	<p><b>39. Limitation on Expenditures for High-speed Rail.</b></p> <p>a. <del>None of the funds appropriated above to the Department of Transportation from state funds may be used for the purposes of subsidizing or assisting in the planning, facility construction or maintenance, security for, or operation of high-speed rail operated by a private entity. If the Department of Transportation acts as a joint lead agency with a federal agency under 40 C.F.R. Sec. 1506.2, this section does not prevent the Department of Transportation from using state funds to exercise its authority for oversight and coordination of federal processes and programs. For the purposes of this section, high-speed rail means intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.</del></p> <p>b. <del>The Department of Transportation shall prepare a report every six months summarizing the number of Full Time Equivalent (FTE) hours and expenses related to private high-speed rail work. The report shall be distributed to members of the Legislature whose districts include the potential high-speed rail projects and the chairs of relevant policy committees in each chamber.</del></p> <p>c. <del>Nothing in this provision is intended to preclude or limit the Department of Transportation from executing its responsibilities under state or federal law including regulatory responsibilities, oversight of transportation projects, environmental review, policy development, and communication with public officials, or from coordinating with high-speed rail in the same manner as it treats other entities that work with the Department in the planning and coordination of their projects.</del></p>

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		<i>This rider has been recommended for deletion. This rider is duplicative as Section 199.003 of the Transportation Code already requires the reporting of FTEs and expenses related to private high-speed rail work.</i>
40	VII 32	<b>40. Unexpended Balances Appropriation: Construction of Buildings and Facilities, Repair or Rehabilitation of Buildings and Facilities, and Acquisition of Land and Other Real Property.</b> Any unobligated and unexpended balances of funds remaining as of August 31, <del>2023</del> <u>2025</u> , that were appropriated to the Department of Transportation for the <del>2022-23</del> <u>2024-25</u> biennium for capital budget items in the Construction of Buildings and Facilities capital budget category (estimated to be \$0), the Repair or Rehabilitation of Buildings and Facilities capital budget category (estimated to be \$0), and in the Acquisition of Land and Other Real Property category are appropriated for the fiscal biennium beginning September 1, <del>2023</del> <u>2025</u> , for the same purpose.  <i>This rider has been revised to update the biennial references.</i>
41	VII 32	<b>41. Austin Campus Consolidation.</b>  (a) <del>Notwithstanding other capital budget provisions contained elsewhere in this Act, and in accordance with Government Code Chapter 1232, the Texas Public Finance Authority is authorized to issue any amount of unissued revenue bonds or other obligations on behalf of the Department of Transportation remaining as of August 31, 2023, out of the amount previously authorized by Rider 42, Austin Campus Consolidation, in the bill pattern for the Department of Transportation, Article VII, House Bill 1, Eighty-sixth Legislature, Regular Session, 2019, (estimated to be \$0) in an aggregate amount not to exceed \$326,000,000 for the purpose of constructing and equipping the Austin Campus Consolidation project on land owned by the Department of Transportation in southeast Austin for such purpose. From the proceeds of the issuance and sale of such bonds or other obligations, such amounts as may be necessary to fund associated costs, including the costs of issuance, reasonably required reserve funds, capitalized interest, and other administrative costs are appropriated to the Texas Public Finance Authority. From the remaining proceeds of the issuance and sale of such bonds or obligations, amounts necessary to fund the costs of the construction and equipping of the Austin Campus Consolidation project are appropriated to the Department of Transportation for the fiscal year beginning September 1, 2023. Any unexpended balances from appropriations made in this subsection remaining as of August 31, 2024, are appropriated for the same purposes for the fiscal year beginning September 1, 2024.</del>  (b) Included in the amounts appropriated above out of the State Highway Fund in Strategy E.1.1, Central Administration, the amounts of <del>\$21,042,702</del> <u>\$21,192,120</u> in fiscal year <del>2024</del> <u>2026</u> and <del>\$21,040,602</del> <u>21,242,624</u> in fiscal year <del>2025</del> <u>2027</u> may be expended only for the purpose of making lease payments to the Texas Public Finance Authority for debt service payments on the revenue bonds or other obligations issued to construct the Austin Campus Consolidation project.  <i>This rider has been revised to update the biennial references and to delete subsection as the bond proceeds expended in the FY24-FY25 biennium.</i>
45	VII 33	<b>45. Unexpended Balance: Construction of Intelligent Transportation Systems.</b> Out of amounts appropriated to the Department of Transportation by this Act, an amount not to exceed \$32,000,000 from any available source of revenue, which is the same amount of funding authorized but not used for the construction of certain intelligent transportation systems in the 2020-21 biennium, shall be allocated to provide funding for the design, construction, acquisition, and installation of an intelligent transportation system and the design and construction of infrastructure projects at the international port of entry at the Bridge of the Americas and the international port of entry at the Ysleta Bridge, also known as the Zaragoza Bridge, in

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		<p>El Paso, on right of way or other property that is part of or outside the state highway system, to increase security measures and expedite border crossings and trade.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
46	VII 33	<p><del>46. Appropriation for Ship Channel Improvement Revolving Loan Program.</del> Out of amounts appropriated above in Strategy A.1.8, Construction Grants &amp; Services, \$400,000,000 in General Revenue in fiscal year 2024 shall be transferred to the GR Dedicated Ship Channel Improvement Revolving Fund Account No. 5167. Monies in the GR Dedicated Ship Channel Improvement Revolving Fund Account No. 5167 are appropriated to the Department of Transportation for the 2024-25 biennium for the purpose of implementing the revolving loan program authorized by Transportation Code, Section 56.003.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
47	VII 33	<p><del>47. Unexpended Balance: Southern Gateway Deck Park.</del> Out of amounts appropriated above, the Department of Transportation shall make available during the 2024-25 biennium <u>Any unobligated and unexpended balances of funds remaining as of August 31, 2025, that were appropriated to the Department of Transportation for the 2024-25 biennium, \$10,000,000 in Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project are appropriated for the fiscal biennium beginning September 1, 2025, for the same purpose,</u> if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the Phase I or Phase II Infrastructure of the Southern Gateway Deck Park Project. Any project expenditures using Federal Funds shall be approved by the U.S. Department of Transportation, Federal Highway Administration.</p> <p><i>This rider has been revised to update the biennial references and to request UB authority for this project.</i></p>
48	VII 34	<p><del>48. Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity.</del></p> <p>(a) <del>It is the intent of the Legislature that the Department of Transportation, using funds appropriated above, develop and implement an interagency task force designed to evaluate how to deploy zero-emission medium-duty and heavy-duty vehicle charging infrastructure to best support growth in that market, recognizing the unique needs of each of these diverse classes of vehicles. The evaluation shall, at a minimum:</del></p> <p class="list-item-l1">(1) <del>consider federal, state, and local laws and regulations that may impact the manufacturing, operations, and public and private investments in the development of medium-duty and heavy-duty vehicle charging infrastructure in Texas, including regional differences in infrastructure planning, regulation, and implementation;</del></p> <p class="list-item-l1">(2) <del>identify opportunities to facilitate the exchange of information between utilities, stakeholders, and private entities regarding fleet charging profiles and projected energy needs in the coming decade to improve load growth projections and generation allocations across Electric Reliability Council of Texas (ERCOT) regions; and</del></p> <p class="list-item-l1">(3) <del>examine how statewide oversight and collaboration can complement and coordinate existing efforts to study and expand medium-duty and heavy-duty vehicle charging infrastructure throughout the state.</del></p> <p>(b) <del>It is the intent of the Legislature that the Department of Transportation convene and coordinate four quarterly meetings with the Public Utility Commission, Texas Commission on Environmental Quality, and ERCOT, as well as utility, private entity, university, community, and local</del></p>

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		<p>government stakeholders. As soon as the task force evaluation is completed, but no later than October 1, 2024, the task force shall submit to the Legislature its findings, along with recommendations regarding any statutory or regulatory considerations the Legislature or agencies should consider to maximize competitiveness, innovation, and efficiency, while also maintaining the integrity and cost effectiveness of the Texas grid.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
49	VII 34	<p><del>49. Railroad Grade Separation Project Study.</del> Using funds appropriated above, the Department of Transportation shall conduct a study to determine the feasibility, costs, and benefits of constructing roadway railroad grade separation projects located in the vicinity of Lockwood Drive at Harrisburg Boulevard and Lockwood Drive at Clinton Drive in Harris County. Not later than December 31, 2024, the department shall submit to the Legislative Budget Board a report on the results of the study.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
50	VII 34	<p><del>50. U.S. 290 Traffic Study.</del> Using funds appropriated above, the Department of Transportation shall conduct a study on options for reducing traffic congestion on segments of U.S. 290 that serve as hurricane evacuation routes and include at grade rail crossings. In conducting the study, the department shall consider projected traffic and usage patterns, projected usage during disasters, and the potential use of the Texas Rail Relocation and Improvement Fund to address rail crossing issues.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
51	VII 34	<p><del>51. Port of Victoria Rail Expansion Study.</del> Using amounts appropriated above, the Department of Transportation shall conduct a study regarding the costs and potential benefits of the rail expansion project at the Port of Victoria identified in the Port Capital Investment Report included in the Port Authority Advisory Committee's 2024-2025 Texas Port Mission Plan. The department may conduct the study in consultation with the Texas A&amp;M Transportation Institute. The study shall identify and evaluate potential state, federal, and other funding sources for the rail expansion project. Not later than December 31, 2024, the Department of Transportation shall submit to the Legislative Budget Board a report summarizing the findings of the study, including any recommendations regarding methods of financing for the project.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
52	VII 34-35	<p><del>52. Appropriations for Department of Transportation.</del><sup>1</sup> Amounts appropriated above to the Department of Transportation out of General Revenue for the state fiscal biennium beginning September 1, 2023, include the following:</p> <p>(a) \$20,000,000 for the purpose of funding improvements to the Pharr International Bridge located in Hidalgo County;</p> <p>(b) \$10,000,000 for the purpose of funding projects related to the Texas State Railroad;</p> <p>(c) \$8,000,000 for the purpose of funding runway expansion projects at Wood County Airport Collins Field;</p> <p>(d) \$5,000,000 for the purpose of funding a hangar facility project at the McKinney National Airport for use by the Department of Public Safety;</p> <p>(e) \$20,000,000 for the purpose of funding improvements to the Abilene Regional Airport relating to a Statewide Fire Fighting Headquarters; and</p> <p>(f) \$10,000,000 for the purpose of funding airport runway improvement projects at the SugarLand Regional Airport.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>

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53	VII 35	<p><del>53. South Texas International Airport.</del><sup>2</sup> Out of amounts appropriated above to the Department of Transportation, \$10,000,000 in General Revenue for the state fiscal biennium beginning September 1, 2023, is to be used to upgrade existing infrastructure or to invest in infrastructure to extend the airport runway including threshold lighting, beacon lighting, airfield lighted signage, navigational aids, replacement lamps, fixtures, power supply, transformers, or to upgrade technology at the South Texas International Airport in Edinburg.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
54	VII 35	<p><del>54. Emergency and First Responder Airport Facilities.</del><sup>3</sup> Out of amounts appropriated above to the Department of Transportation, \$5,000,000 in General Revenue for the state fiscal biennium beginning September 1, 2023, is to be used for the purpose of hangar expansion at the Mid Valley Airport in Weslaco for airport facilities used by the Department of Public Safety and other law enforcement agencies for emergency and first responders, including facilities used for staging and storing Department of Public Safety aircraft.</p> <p><i>This rider has been recommended for deletion as the requirement will be complete.</i></p>
		NEW RIDER REQUESTS
		<p><b>New Rider:</b> Unexpended Balances Appropriation: Transportation Items and Acquisition of Capital Equipment and Items. Any unobligated and unexpended balances of funds remaining as of August 31, 2025, that were appropriated to the Department of Transportation for the 2024-25 biennium for capital budget items in the Transportation Items capital budget category (estimated to be \$0) and the Acquisition of Capital Equipment and Items capital budget category (estimated to be \$0), and are appropriated for the fiscal biennium beginning September 1, 2025, for the same purpose.</p> <p><i>This rider has been recommended for addition to request UB authority within the current biennium and across the biennium's.</i></p>