Fiscal Year (FY) 2028-2029 LEGISLATIVE APPROPRIATIONS REQUEST (LAR)

DISCUSSION ITEM

Texas Department of Transportation

7/30/2026

Table of Contents

3 | FY 2028-2029 Baseline Request

4 | Sources of Funding

5 | Uses of Funding

6 | Riders

7-8 | Capital Budget Items

9 | Exceptional Items Discussion

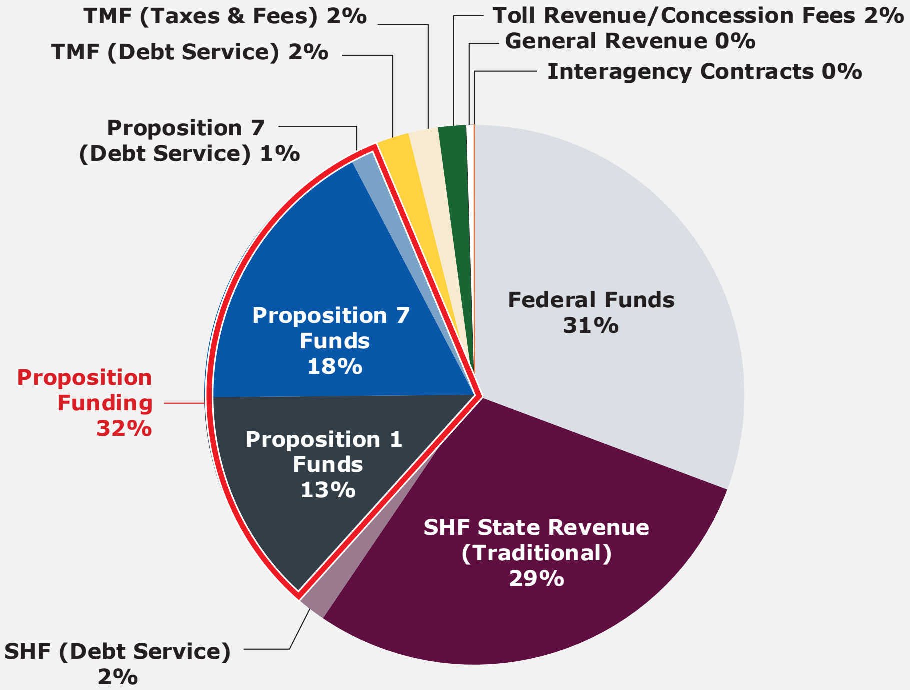
10 | FY 2028-2029 Additional Full Time Equivalents (FTE) request

FY 2028-2029 Baseline Request

GOAL	FY 2026-2027 General Appropriations Act (GAA)/Supplemental House Bill 500 (SUPP)	FY 2028-2029 Draft LAR
1 Project Development and Delivery	$30,024,373,269	$25,853,688,042
2 Routine Transportation System Maintenance	5,385,672,250	5,886,099,687
3 Optimize Services and Systems	830,302,981	824,806,954
4 Enhance Rail Transportation	27,898,945	33,489,313
5 Indirect Administration	976,399,185	998,322,717
6 Debt Service Payments	2,126,000,000	2,259,703,576
7 Develop Toll Project Subaccount Funds	592,000,000	606,500,000
Agency Total	**$39,962,646,630**	**$36,462,610,289**

Table 1- Fiscal year 2028-2029 Baseline Request

Budget Sources FY 2028-2029

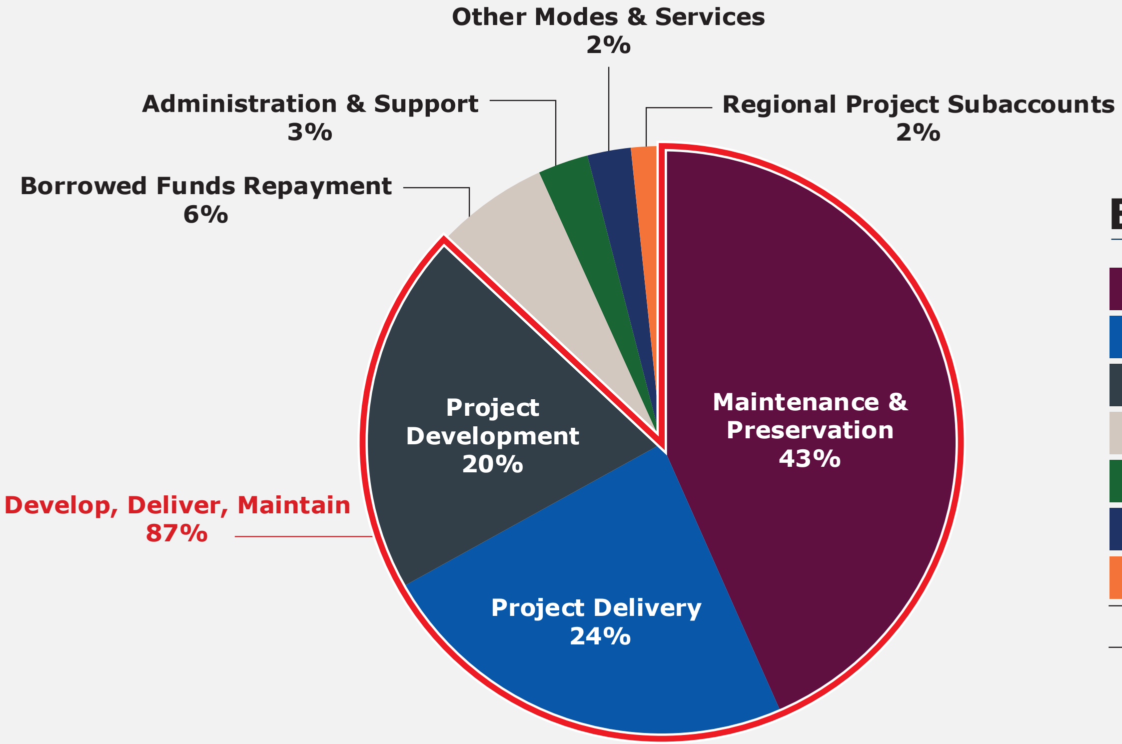


BUDGET SOURCES

Federal Funds	$11.2 billion
State Highway Fund (SHF) (Traditional)	$10.5 billion
SHF (Debt Service)	$0.8 billion
Proposition 1 Funds	$4.8 billion
Proposition 7 Funds	$6.4 billion
Proposition 7 (Debt Service)	$0.5 billion
Texas Mobility Fund (TMF) (Debt Service)	$0.9 billion
TMF (Taxes & Fees)	$0.6 billion
Toll Revenue/Concession Fees	$0.6 billion
General Revenue	$0.2 billion
Interagency Contracts	$0.0 billion
Total	$36.5 billion

*Totals and percentages may not sum due to rounding

Budget Uses FY 2028-2029



BUDGET USES

Maintenance & Preservation	$15.8 billion
Project Delivery	$8.6 billion
Project Development	$7.3 billion
Borrowed Funds Repayment	$2.3 billion
Administration & Support	$1.0 billion
Other Modes & Services	$0.9 billion
Regional Project Subaccounts	$0.6 billion
Total	**$36.5 billion**

*Totals and percentages may not sum due to rounding

Rider Requests Types

<u>Technical Change (TC) – Update biennial reference:</u>

Rider 8 - Aviation Services Appropriations. 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 and from the General Revenue Fund for airport development grants in the ~~2024-25~~ **<u>2026-27</u>** biennium in Strategy C.5.1, Aviation Services, remaining as of August 31, ~~2025~~**<u>2027</u>**, (estimated to be $0), are appropriated to Strategy C.5.1, Aviation Services, for the fiscal biennium beginning September 1, ~~2025~~**<u>2027</u>**, for the same purpose.

<u>New Rider:</u>

<u>**Unexpended Balances Appropriation: Acquisition of Capital Equipment and Items and Transportation Items.** Any unobligated and unexpended balances of funds remaining as of August 31, 2027, that were appropriated to the Department of Transportation for the 2026-27 biennium for capital budget items in the Acquisition of Capital Equipment capital budget category (estimated to be $0) and Transportation Items (estimated to be $0), are appropriated for the fiscal biennium beginning September 1, 2027, for the same purpose.</u>

Capital Budget Items Request

Information Technology (IT) Related Capital Budget Item	FY 2026-2027 GAA/SUPP	FY 2028-2029 LAR Amount
Acquisition of Information Resource Technologies	$167,449,258	$165,560,000
Data Center Consolidation	$140,523,997	$170,133,478
Centralized Accounting and Payroll/Personnel System (CAPPS)	$30,949,907	$26,900,000
Cybersecurity	$36,035,722	$8,200,000
Legacy Modernization	$19,052,429	$20,050,000
IT Related Capital Budget Total	**$394,011,313**	**$390,843,478**

Table 2- IT Related Capital Budget Item

Capital Budget Items Request (continued)

Non-IT Capital Budget Item	FY 2026-2027 GAA/SUPP	FY 2028-2029 LAR Amount
Acquisition of Land and Other Real Property	$21,200,000	$21,400,000
Construction of Buildings and Facilities	$224,000,000	$227,000,000
Repair or Rehabilitation of Buildings and Facilities	$42,000,000	$49,500,000
Transportation Items	$38,337,116	$40,000,000
Acquisition of Capital Equipment and Items	$262,440,000	$269,500,000
Non-IT Capital Budget Related Total	**$587,977,116**	**$607,400,000**
Total Capital Budget	**$981,988,429**	**$998,243,478**

Table 3-Non-IT Capital Budget Item

Exceptional Items Discussion

Priority	Potential Exceptional Items	FY 2028-2029 Draft LAR Total
1	Additional FTEs	*
2	Emerging Technology- Advanced Air Mobility	$5,000,000
3	Fuel Storage and Facilities Rehabilitation at the State Flight Services	$15,000,000
4	Amtrak Heartland Flyer Financial Support	$9,200,000
5	State Support for Rural and Urban Transit Systems: Operating Cost Mitigation for State-funded Transit Districts	$25,800,000
6	State Support for Rural and Urban Transit Systems: Rural Fleet & Facility State of Good Repair	$9,000,000
7	State Support for Rural and Urban Transit Systems: Statewide Minimum Service Levels	$40,000,000
	Total	**$104,000,000**

Table 4- Potential Exceptional Items

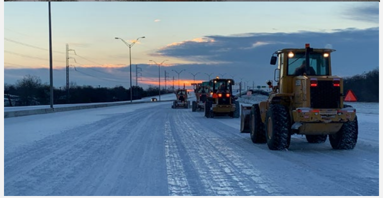
* No additional general revenue amounts requested, funded within various strategy accounts

FTE: Draft LAR Recommendations

Table 5-Exceptional Item #1

Exceptional Item #1: FTE Request	FY2028-2029 Draft LAR
Maintenance Division Emergency Management & Statewide Traffic Management Center (TMC) Operations (i.e., Maintenance emergency management statewide support, statewide TMC)	22
Engineering Operations (i.e., Design Division Low Water Crossing upgrades, Stream Flow warning systems, infrastructure hardening, Bridge Division flood-risk bridge replacement program)	20
District Operations (i.e., District field-level emergency response capacity where incidents occur, strengthen statewide response teams, strengthen ferry, port, and coastal continuity)	107
Total FTE Draft Request	**149**

Current Texas Department of Transportation FTE Cap: **13,175**



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Legislative Appropriations Request
for Fiscal Years 2028 and 2029

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

Texas Department of Transportation

August 26th, 2026

Table of Contents

	Page
Administrator's Statement	1
Summary of Request	
Summary of Base Request by Strategy	12
Summary of Exceptional Items Request	19
Summary of Total Request by Strategy	20
Strategy Request	25
Project Development and Delivery	
1.1.1 Plan/Design/Manage	30
1.1.2 Contracted Planning & Design	33
1.1.3 Right-of-Way Acquisition	35
1.1.4 Construction Contracts	38
1.1.5 Maintenance Contracts	41
1.1.6 Proposition 1 (2014)	43
1.1.7 Proposition 7 (2015)	45
1.1.8 Construction Grants & Services	47
Maintain the Transportation System	
2.1.1 Contracted Routine Maintenance	50
2.1.2 Routine Maintenance	52
2.1.3 Ferry System	54
Optimize Services and Systems	
3.1.1 Public Transportation	56
3.2.1 Traffic Safety	59
3.3.1 Travel Information	62
3.4.1 Research	64
3.5.1 Aviation Services	67
3.6.1 Gulf Waterway	70
Enhance Rail Transportation	
4.1.1 Rail Plan/Design/Manage	72
4.1.2 Contract Rail Plan/Design	74
4.1.3 Rail Construction	76
4.1.4 Rail Safety	79

Table of Contents (cont'd)

Indirect Administration		**Page**
5.1.1	Central Administration	81
5.1.2	Information Resources	83
5.1.3	Other Support Services	85
Debt Service Payments		
6.1.1	General Obligation Bonds	87
6.1.2	State Highway Funds Bonds - Fund 6	89
6.1.3	Texas Mobility Fund Bonds	91
6.1.4	Other Debt Service	94
Develop Toll Subaccount Projects		
7.1.1	Plan/Design/Manage - Subaccount	96
7.1.2	Contracted Plan/Design - Subaccount	99
7.1.3	Right-of-Way Acquisition - Subaccount	101
7.1.4	Construction Contracts - Subaccount	104
Capital Budget		
	Capital Budget Project Schedule by Category	106
Rider Revisions and Additions Request		109

601 Department of Transportation

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

- Acting Chair: W. Alvin New, San Angelo, 2018 – 2027
- Robert C. Vaughn, Dallas, 2025 - 2031
- Alejando “Alex” G. Meade III, Mission, 2025 - 2031
- Steven D. Alvis, Houston, 2023 - 2029
- Pat Gordon, El Paso, 2026 - 2027

Introduction

Over the past decade, Texas has experienced remarkable growth. Between 2010 and 2020, the state welcomed 4 million new residents, pushing the population to just under 32 million today. Texas’ growth shows no signs of slowing as the state’s population increases by about 1,000 new residents per day. According to the U.S. 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 connects communities, enables the efficient movement of goods, and helps sustain one of the largest economies in the world. Every day, millions of Texans rely on the state's roads, bridges, and transportation networks to travel to work, access services, and conduct business.

As Texas continues to grow, so does the demand on its transportation infrastructure. Maintaining and improving roads and bridges is essential to meeting the needs of a growing population and economy. At the same time, rising construction costs, aging infrastructure, and increasingly fuel-efficient vehicles are reducing the purchasing power of traditional transportation funding sources, creating significant challenges for the state's long-term transportation investment needs.

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.

Despite increasing funding pressures, TxDOT continues to deliver transportation projects across the state. To maximize funding and ensure timely project development and delivery, TxDOT has streamlined processes while enhancing project selection and programming transparency through the 10-year Unified Transportation Program (UTP). TxDOT relies on the UTP to guide long-range project planning that extends well beyond a single biennium by applying fiscally conservative financial forecasts to ensure that projects programmed today can be delivered responsibly over time. While the UTP is not a budget, it carefully balances project selection with a realistic 10-year planning and funding outlook, providing partners and stakeholders with a clear, forward-looking view of future projects and anticipated changes. 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 TxDOT stays within its budget, it develops planning targets based on anticipated revenues identified in its long-range funding forecast.

In recent years, TxDOT has made unprecedented strides in improving Texas infrastructure, highlighted by a record $13.7 billion in projects let in fiscal year (FY) 2024 and $12 billion in FY 2025. The UTP increased 36 percent from 2021 to 2026, which was largely due to record letting and spending of the cash balance in the first half of the decade. Recently, TxDOT’s letting has normalized but still reflects a healthy portfolio of projects across the state. These historic investments showcase TxDOT's commitment to enhancing the state's transportation network.

The 2027 UTP outlines approximately $95 billion in construction and major maintenance projects programmed over the next 10 years. While the 2027 UTP estimate presents a 6.5 percent decrease from the 2026 UTP’s $101.6 billion, it reflects TxDOT’s effort to normalize its letting schedule by aligning project development budgets and contract lettings going forward. Adding the associated costs of project development and routine maintenance contracts brings the total 10-year investment in projects to approximately $137.5 billion, compared to $146.5 billion in the 2026 UTP.

As TxDOT responds to the state’s need to invest in transportation solutions, economic uncertainty brings challenges. Higher construction costs and continued population growth increase the cost of planning, building, and maintaining highway infrastructure. Material and labor costs, evidenced by a 29.68 percent increase in the Highway Cost Index (HCI) from May 2022 to May 2026, create challenges for the construction industry and TxDOT. Fortunately, highway infrastructure inflation has trended downward by 12 percent in fiscal year 2026. As TxDOT invests in transportation solutions to respond to the state’s needs, economic uncertainty brings challenges in the form of inflation and lower estimated revenues. TxDOT recognizes the significant investments the legislature has made to improve Texas’ connectivity and to provide resources for all of the state’s modes of transportation. The 89th Texas Legislature (Regular Session, 2025), reaffirmed its support for TxDOT’s mission and commitment to improving state transportation infrastructure by appropriating $39.92 billion in the FY 2026-2027 biennium. Notably, this funding will go toward the development, delivery, and maintenance of state highway projects; general aviation airport expansion and repairs; and the support of off-system rail-grade separation projects among other uses.

However, as stated above, fiscal conditions have changed since TxDOT submitted its FY 2026-2027 Legislative Appropriations Request (LAR) and the publication of the FY 2026-27 General Appropriations Act. Historically, most of TxDOT's funding sources support roadway projects and TxDOT's LAR's have included exceptional items that could not all be fully supported by TxDOT's limited non-dedicated SHF revenues. Therefore, the Legislature provided general revenue funds for high-priority, non-roadway projects that align with TxDOT's mission of *Connecting You with Texas*. The appropriation of these funds has fulfilled direct needs within the state.

The 89th Legislature (2025) passed Senate Bill 1555 establishing the Texas Off-System Rail Grade Separation State Fund Program and appropriated $250 million in the supplemental appropriations bill. This program provides financial assistance to eligible governmental entities in Texas for rail grade separation projects that improve public safety, support economic development, and reduce traffic congestion. The Department's administrative rules became effective October 15, 2025.

TxDOT received 58 project submissions from 37 entities requesting $2.5 billion in FY 2026. After initial review of the FY 2026 applications, 20 of 30 urban ($1.5 billion), 5 of 18 rural ($238 million), and all 9 pedestrian projects ($60.5 million) advanced to detailed applications process. These applications demonstrate the need for additional local grade separation funding.

The state's waterways are a vital component of our transportation system and drive significant economic activity. In fact, Texas ranks first in the nation for total waterborne tonnage. Over the past decade, the increase in vessel size has created an urgent need to modernize ship channels to accommodate their safe and efficient navigation.

The 85th Texas Legislature addressed this need by establishing the Ship Channel Improvement Revolving Fund (SCIRF) to finance projects that widen and deepen federally authorized ship channels through a revolving loan program. The program provides flexible, low-interest loans. The costs of eligible projects are shared between the U.S. Corps of Engineers (USACE) and the entity serving as the non-federal sponsor. The SCIRF was first capitalized with $400 million in general revenue for use as a catalyst for economic growth. Funding for improvements made to the state's ship channels offer an immediate return on investment by providing the ability for larger ships with increased tonnage to traverse our waterways, which will lead to increased state revenue and opportunities for both Texas and the nation.

Additionally, 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.

The 89th Legislature (2025) established a grant program for Class II and III short line railroads to fund infrastructure improvements, such as track and bridge replacements, that enhance safety and economic development. Although the Legislature has not previously allocated funds to the grant program, funding for rehabilitation of these short lines would maintain service to existing customers and attract new business, thereby reducing road congestion.

Texas' current roadway needs continue to outpace TxDOT's resources, as reflected in the 2050 Statewide Long-Range Transportation Plan. The need for roadway expansion is especially noticeable across the state as Texas maintains approximately 3,435 Farm-to-Market (FM) road segments (40,871 centerline miles), forming the largest segment of the state highway system. These routes provide critical links between rural agricultural regions and the broader transportation network. A strategic investment in this infrastructure would directly benefit local communities while enhancing statewide connectivity and mobility.

TxDOT has successfully delivered a record-setting transportation program and has proven to be a responsible steward of the resources, such as Proposition 1 and 7 revenues, that have been available. TxDOT's FY 2028-2029 budget recognizes the generous funding provided in the past as well as balancing the need to sustain the transportation funding of the future. The exceptional items in this LAR reflect a lean approach that focuses on balancing the greatest needs with the least amount of financial input. Should additional resources become available for other needs discussed above, TxDOT stands well positioned and is ready to deliver.

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 2028-2029 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 2028-2029 Legislative Appropriations Request (LAR) includes a total funding request of $36.47 billion. The LAR dedicates approximately $31.74 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 87.1 percent of the FY 2028-2029 biennial budget to the direct development and delivery of roadway projects, approximately 7.8 percent for other purposes (debt service and regional subaccounts); 2.4 percent to other modes of transportation (aviation, maritime, public transit, and rail); and 2.7 percent to administrative costs.

Funding Sources

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 the revenues that 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 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 constitutionally-dedicated funding, the SHF contains some revenue that is not constitutionally-dedicated to public roadways, known as "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.

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.

Proposition 1 revenues can be unpredictable, as they depend on fluctuating oil and gas market conditions and production levels, as well as the Economic Stabilization Fund cap. In recent years, high oil production and prices have resulted in substantial transfers. As of Summer 2026, the SHF has received a total of $21.62 billion in Proposition 1 deposits since FY 2015, including $2.52 billion in FY 2026 (November 2025). In the

FY 2026-2027 Certification Revenue Estimate, the Texas Comptroller of Public Accounts (Comptroller) projected a deposit of $2.47 billion for FY 2027 from taxes collected in FY 2026 and $2.60 billion in FY 2028, based on taxes collected in FY 2027. For FY 2029, TxDOT anticipates $2.26 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 2027.

The 88th Legislature, Regular Session, 2023, extended Proposition 1's expiration by eight years – from December 31, 2034, to December 31, 2042. 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 greater 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 includes 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 May 2026, the SHF has received over $25.1 billion in Proposition 7 funds. TxDOT anticipates deposits of $3.2 billion for FY 2026, of which $2.5 billion has been received. For FY 2028 and FY 2029, 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 $864 million in FY 2028 and $995 million in FY 2029. These estimates will likely change with the Comptroller's Biennial Revenue Estimate in January 2027. 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.

While Proposition 1 and 7 funds are present in TxDOT's Cash Forecast and are anticipated in the planning of projects, near-term construction contract letting requires close attention to ensure the appropriate funds are available for progress payments on existing projects. The Comptroller estimates these funds so TxDOT can predict future revenue. Recent updates show both increases and decreases across different funding categories. Some sources, such as Motor Fuel Tax, are growing slowly, while others, such as federal funding, may decline. Based on the CRE, transfers to TxDOT are estimated to reduce by approximately $858 million for FY 2026-2027 and FY 2028 Proposition 1 transfers.

When oil and gas production prices fall, the estimates for future transfers to the SHF may be significantly reduced, impacting long-term planning. Despite the volatility, existing projects that have already begun are continued, as TxDOT accounts for potential funding fluctuations in its long-term planning.

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 September 30, 2026. Once expired, it will require new legislation, which is currently in development, 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.

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 issuance of new TMF obligations between June 18, 2021 and January 1, 2027.

After satisfying debt service obligations, TxDOT may use any TMF taxes and fees for the construction, reconstruction, acquisition, and expansion of state highways and public transportation projects but may no longer expend such funds on tolled highways. However, these funds may not be used for tolled highway projects. Alternatively, available TMF revenues may be pledged to support the issuance of additional bonds, subject to statutory and financial constraints. The Legislature authorized up to $3.6 billion in bonds, of which $1.1 billion was issued in October 2025 and another $1 billion is expected to be issued in fall 2026. The issuance amount is subject to a revenue estimate provided by the Comptroller as well as other market conditions at the time of each issuance.

Capital Budget

TxDOT's capital budget request reflects 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 2026-27 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 2026 began year nine 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 $49.5 million for building repairs and rehabilitation and $227 million for the construction of new buildings to replace those that are beyond repair for the FY 2028-2029 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 149 additional FTEs to support its statewide operations and programs across 25 districts. These additional FTEs will enhance TxDOT's ability to maintain a resilient highway system, support the continued maintenance and operation of the state highway network, and improve statewide readiness for emergency events, including severe weather. TxDOT has maintained a 99 percent FTE utilization rate for the last six fiscal quarters, demonstrating the agency's continued need to align staffing capacity with operational demands.

Aviation - Emerging Technology- Advanced Air Mobility
TxDOT requests $2.5 million in general revenue each FY ($5 million biennium) to fund emerging technology for advanced air mobility projects (AAM). This funding will accelerate the transition from preliminary AAM research to actionable operational deployment. This allocation will fund three core deliverables: Comprehensive AAM Operational Integration Architecture, Vertiport Schematic Design and Engineering (Pre-Construction), and Economic and Multimodal Corridor Delivery Plans.

General Revenue is the requested funding source because there are no other eligible sources available to the department. Limited, non-dedicated State Highway Fund dollars are used to operate current Public Transportation, Aviation, Rail, and Maritime programs and operations.

Fuel Storage and Facility Rehabilitation at Flight Services
TxDOT requests $15 million in general revenue during the 2028-2029 biennium to replace the aging aviation fuel farm and rehabilitate critical facilities within State Flight Services. The 26-year-old fuel infrastructure, associated fueling systems, aircraft support areas, and passenger facilities have exceeded their useful life and require modernization to meet current safety, operational, and regulatory standards. The proposed improvements will enhance safety, reliability, accessibility, and operational efficiency, ensuring continued support for state aircraft operations that serve agencies, universities, emergency response activities, and other statewide missions.

General Revenue is the requested funding source because there are no other eligible sources available to the department. Limited, non-dedicated State Highway Fund dollars are used to operate current Public Transportation, Aviation, Rail, and Maritime programs and operations.

Amtrak Heartland Flyer Financial Support
TxDOT requests $4.6 million in general revenue each FY ($9.2 million biennium) to continue its share of Amtrak's Heartland Flyer passenger train between Fort Worth and Oklahoma City. This passenger service has been jointly funded by TxDOT and the Oklahoma Department of Transportation (ODOT) since 2009 and could cease operations if TxDOT does not continue to provide its share.

General Revenue is the requested funding source because there are no other eligible sources available to the department. Limited non-dedicated State Highway Fund dollars are used to operate current Public Transportation, Aviation, Rail, and Maritime programs and operations.

State Support for Rural and Urban Transit Systems: Operating Cost Mitigation for State-funded Transit Districts
TxDOT requests $12.9 million in general revenue each FY ($25.8 million biennium) to offset increased operating costs for state-funded rural and urban transit districts. This will help mitigate existing rural and urban workforce and local match challenges identified in Statewide Multimodal Transit Plan (SMTP 2050).

General Revenue is the requested funding source because there are no other eligible sources available to the department. Limited, non-dedicated State Highway Fund dollars are used to operate current Public Transportation, Aviation, Rail, and Maritime programs and operations.

Public Transit - State Support for Rural and Urban Transit Systems: Rural Fleet & Facility State of Good Repair (SGR)
TxDOT requests $4.5 million in general revenue each FY ($9 million biennium) to support rural transit State of Good Repair (SGR) for fleet and facilities. The amount requested would leverage federal grant funding for the Federal Transit Administration (FTA) Bus and Bus Facility discretionary program.

General Revenue is the requested funding source because there are no other eligible sources available to the department. Limited, non-dedicated State Highway Fund dollars are used to operate current Public Transportation, Aviation, Rail, and Maritime programs and operations.

Public Transit - State Support for Rural and Urban Transit Systems: Statewide Minimum Service Levels
TxDOT requests $20 million in general revenue each FY ($40 million biennium) to improve general mobility and transit connectivity statewide. The funding would be used to makes progress toward achieving minimum levels of service across the state’s rural and small urban transit districts, improving general mobility and transit connectivity statewide.

General Revenue is the requested funding source because there are no other eligible sources available to the department. Limited, non-dedicated State Highway Fund dollars are used to operate current Public Transportation, Aviation, Rail, and Maritime programs and operations.

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 Commissioners and one exempt position for the Executive Director. No changes have been requested to these positions.

Conclusion

While the recent historic investments in transportation have helped preserve infrastructure and enhance safety, mobility, and connectivity, significant, long-term funding needs remain. To continue advancing the safe and efficient movement of people and goods across Texas, the state must sustain and increase strategic investment in roadways and bridges, multimodal transportation systems, and freight corridors to ensure seamless connectivity. To maintain Texas’s competitive edge, attract new business and continue expanding job creation, transportation funding must keep pace with the state’s rapid economic growth and population expansion. 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.

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
1 Project Development and Delivery					
1 *Effective Project Planning, Development, and Management*					
1 **PLAN/DESIGN/MANAGE**	642,341,572	665,355,270	682,239,313	718,547,403	736,372,012
2 **CONTRACTEDPLANNING AND DESIGN**	596,362,366	503,677,872	609,624,430	710,072,882	691,672,921
3 **RIGHT-OF-WAY ACQUISITION**	373,907,268	296,352,863	325,168,594	399,141,920	390,941,237
4 **CONSTRUCTION CONTRACTS**	2,569,112,266	2,312,387,598	2,203,404,760	2,620,382,233	2,362,708,813
5 **MAINTENANCE CONTRACTS**	3,050,236,773	3,627,118,283	3,423,638,436	2,841,516,172	2,841,665,673
6 **PROPOSITION 1, 2014**	4,173,895,000	2,487,504,000	2,644,554,000	2,575,920,003	2,232,364,757
7 **PROPOSITION 7, 2015**	4,588,691,175	3,090,365,894	2,940,542,924	3,119,646,349	3,253,205,572
8 **CONSTRUCTION GRANTS & SERVICES**	2,506,059,448	366,499,140	98,019,979	232,209,418	131,920,677
TOTAL, GOAL 1	**$18,500,605,868**	**$13,349,260,920**	**$12,927,192,436**	**$13,217,436,380**	**$12,640,851,662**
2 Routine Transportation System Maintenance					
1 *System Maintenance*					
1 **CONTRACTED ROUTINE MAINTENANCE**	1,392,857,351	1,655,163,199	1,386,942,686	1,827,346,500	1,547,931,894

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
2 ROUTINE MAINTENANCE	1,048,524,343	1,258,610,754	971,478,367	1,333,964,848	1,031,866,268
3 FERRY OPERATIONS	63,993,423	65,847,988	66,556,229	72,137,753	74,352,424
TOTAL, GOAL 2	**$2,505,375,117**	**$2,979,621,941**	**$2,424,977,282**	**$3,233,449,101**	**$2,654,150,586**
3 Optimize Services and Systems					
1 *Support Enhanced Public Transportation*					
1 PUBLIC TRANSPORTATION	198,236,193	140,417,916	144,416,612	$139,063,819	$144,829,844
2 *Enhance Public Safety and Security*					
1 TRAFFIC SAFETY	72,928,930	70,454,737	73,027,951	72,547,577	74,830,316
3 *Tourism*					
1 TRAVEL INFORMATION	21,730,954	22,056,097	22,855,857	22,964,861	23,822,122
4 *Transportation Research*					
1 RESEARCH	27,315,232	30,437,520	29,577,051	29,168,243	29,477,931
5 *Aviation Services*					
1 AVIATION SERVICES	140,718,305	262,518,150	294,073,444	143,467,108	141,513,979

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
6 *Support the Gulf Intracoastal Waterway*					
1 GULF WATERWAY	1,427,251	1,321,783	2,075,701	1,545,907	1,575,247
TOTAL, GOAL 3	**$462,356,865**	**$527,206,203**	**$566,026,616**	**$408,757,515**	**$416,049,439**
4 Enhance Rail Transportation					
1 *Enhance Rail Transportation*					
1 RAIL PLAN/DESIGN/MANAGE	5,001,634	6,480,441	6,537,885	6,303,050	6,482,705
2 CONTRACT RAIL PLAN/DESIGN	3,197,493	3,398,883	3,500,000	3,500,000	3,500,000
3 RAIL CONSTRUCTION	18,750,793	276,834,101	0	10,000,000	0
4 RAIL SAFETY	1,527,860	1,711,259	1,776,936	1,831,390	1,872,168
TOTAL, GOAL 4	**$28,477,780**	**$288,424,684**	**$11,814,821**	**$21,634,440**	**$11,854,873**
5 Indirect Administration					
1 *Indirect Administration*					
1 CENTRAL ADMINISTRATION	112,250,663	133,808,258	119,698,112	$125,991,632	$124,350,003
2 INFORMATION RESOURCES	274,331,686	351,463,414	303,617,055	309,662,856	313,806,136

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
3 OTHER SUPPORT SERVICES	51,191,427	57,336,184	59,028,211	61,390,088	63,122,002
TOTAL, GOAL 5	**$437,773,776**	**$542,607,856**	**$482,343,378**	**$497,044,576**	**$501,278,141**
6 Debt Service Payments for Bonds, Notes, and Other Credit Agreement					
1 *Debt Service Payments for Bonds, Notes, and Other Credit Agreement*					
1 GENERAL OBLIGATION BONDS	268,392,340	268,300,000	258,000,000	253,255,113	249,895,492
2 STATE HIGHWAY FUND BONDS	416,433,259	418,950,890	422,000,000	417,662,022	411,979,834
3 TEXAS MOBILITY FUND BONDS	408,990,610	506,707,465	385,835,631	456,633,558	463,477,557
4 OTHER DEBT SERVICE	81,616	1,800,000	500,000	3,400,000	3,400,000
TOTAL, GOAL 6	**$1,093,897,825**	**$1,195,758,355**	**$1,066,335,631**	**$1,130,950,693**	**$1,128,752,883**
7 Develop Transportation Projects through Toll Project Subaccount Funds					
1 *Deliver Transportation Projects through Toll Project Subaccount Funds*					
1 PLAN/DESIGN/MANAGE SUBACCOUNT	159,125	4,500,000	4,500,000	4,500,000	4,500,000
2 CONTRACTED PLAN/DESIGN SUBACCOUNT	672,619	4,000,000	4,000,000	4,000,000	4,000,000

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
3 RIGHT-OF-WAY-SUBACCOUNT	1,523,039	12,500,000	12,500,000	12,500,000	12,500,000
4 CONSTRUCTION CONTRACTS SUBACCOUNT	80,914,466	400,000,000	150,000,000	413,000,000	151,500,000
TOTAL, GOAL 7	**$83,269,249**	**$421,000,000**	**$171,000,000**	**$434,000,000**	**$172,500,000**
TOTAL, AGENCY STRATEGY REQUEST	**$23,111,756,480**	**$19,303,879,959**	**$17,649,690,164**	**$18,943,272,705**	**$17,525,437,584**
TOTAL, AGENCY RIDER APPROPRIATIONS REQUEST					
GRAND TOTAL, AGENCY REQUEST	**$23,111,756,480**	**$19,303,879,959**	**$17,649,690,164**	**$18,943,272,705**	**$17,525,437,584**

<u>METHOD OF FINANCING:</u>

General Revenue Funds:					
0001 General Revenue Fund	48,904,206	554,702,285	213,200,688	124,885,000	48,885,000
SUBTOTAL	**$48,904,206**	**$554,702,285**	**$213,200,688**	**$124,885,000**	**$48,885,000**
General Revenue Dedicated Funds:					
0036 Dept Ins Operating Account	730,218	730,218	730,218	730,218	730,218
5167 Ship Channel Improvement Revolving Fund	400,000,000	0	0	0	0

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
5199 Port Capital Improvement Program	176,006,590	0	0	0	0
SUBTOTAL	**$576,736,808**	**$730,218**	**$730,218**	**$730,218**	**$730,218**
Federal Funds:					
0325 Coronavirus Relief Fund	288,633,757	178,748,925	55,887,696	0	0
0555 Federal Funds	55,938,524	54,975,368	54,026,739	45,466,885	39,373,905
8082 Federal Reimbursements	6,053,377,922	5,866,352,789	5,572,610,637	5,614,027,619	5,498,223,159
SUBTOTAL	**$6,397,950,203**	**$6,100,077,082**	**$5,682,525,072**	**$5,659,494,504**	**$5,537,597,064**
Other Funds:					
0006 State Highway Fund	6,061,372,021	5,378,427,773	4,613,655,228	5,597,466,555	4,887,553,899
0365 Texas Mobility Fund - Taxes & Fees	133,215,173	62,099,719	57,913,705	64,059,517	67,913,705
0666 Appropriated Receipts	2,159,825	986,014	0	0	0
0777 Interagency Contracts	5,279,371	4,500,000	4,500,000	2,000,000	2,000,000
0780 Bond Proceeds - General Obligation Bonds	702,016	0	0	0	0
0781 Bond Proceeds - Revenue Bonds	1,622,132	0	0	0	0
8105 Bond Proceeds - Texas Mobility Fund		62,703,987	308,759,437	279,586,751	233,308,391

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Exp 2025**	**Est 2026**	**Bud 2027**	**Req 2028**	**Req 2029**
8107 State Highway Fund - Debt Service	393,405,292	398,618,063	400,679,092	403,967,760	403,640,806
8108 Texas Mobility Fund - Debt Service	385,897,610	483,729,818	363,005,724	436,588,792	443,641,459
8116 Highway Fund 6-Toll Revenue	83,269,249	421,000,000	171,000,000	434,000,000	172,500,000
8142 State Hwy Fund No. 6 -Prop 1, 2014	4,173,895,000	2,487,504,000	2,644,554,000	2,575,920,003	2,232,364,757
8145 State Hwy Fund No. 6 -Prop 7, 2015	4,847,347,574	3,348,801,000	3,189,167,000	3,364,573,605	3,495,302,285
SUBTOTAL	**16,088,165,263**	**$12,648,370,374**	**$11,753,234,186**	**$13,158,162,983**	**$11,938,225,302**
TOTAL, METHOD OF FINANCING	**$23,111,756,480**	**$19,303,879,959**	**$17,649,690,164**	**$18,943,272,705**	**$17,525,437,584**

2.E. Summary of Exceptional Items Request

90th Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Agency code: **601** Agency name: **Department of Transportation**

		2028			2029			Biennium	
Priority	Item	GR/GR Dedicated	All Funds	FTEs	GR/GR Dedicated	All Funds	FTEs	GR/GR Dedicated	All Funds
1	Additional FTEs	$0	$0	149.0	$0	$0	149.0	$0	$0
2	Aviation/Fleet	$2,500,000	$2,500,000		$2,500,000	$2,500,000		$5,000,000	$5,000,000
3	Aviation/Fleet	$15,000,000	$15,000,000		$0	$0		$15,000,000	$15,000,000
4	Rail	$4,600,000	$4,600,000		$4,600,000	$4,600,000		$9,200,000	$9,200,000
5	Public Transportation	$12,900,000	$12,900,000		$12,900,000	$12,900,000		$25,800,000	$25,800,000
6	Public Transportation	$4,500,000	$4,500,000		$4,500,000	$4,500,000		$9,000,000	$9,000,000
7	Public Transportation	$20,000,000	$20,000,000		$20,000,000	$20,000,000		$40,000,000	$40,000,000
Total, Exceptional Items Request		**$59,500,000**	**$59,500,000**	**149.0**	**44,500,000**	**44,500,000**	**149.0**	**104,000,000**	**104,000,000**
Method of Financing									
General Revenue		$59,500,000	$59,500,000		$44,500,000	$44,500,000		$104,000,000	$104,000,000
General Revenue - Dedicated									
Federal Funds									
Other Funds									
		$59,500,000	**$59,500,000**		**$44,500,000**	**$44,500,000**		**$104,000,000**	**$104,000,000**
Full Time Equivalent Positions				149.0			149.0		
Number of 100% Federally Funded FTEs				0.0			0.0		

2.F. Summary of Total Request by Strategy
90th Regular Session, Agency Submission, Version 1
Automated Budget and Evaluation System of Texas (ABEST)

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Base 2028**	**Base 2029**	**Exceptional 2028**	**Exceptional 2029**	**Total Request 2028**	**Total Request 2029**
1 Project Development and Delivery						
1 *Effective Project Planning, Development, and Management*						
1 PLAN/DESIGN/MANAGE	$718,547,403	$736,372,012			$718,547,403	$736,372,012
2 CONTRACTEDPLANNING AND DESIGN	710,072,882	691,672,921			710,072,882	691,672,921
3 RIGHT-OF-WAY ACQUISITION	399,141,920	390,941,237			399,141,920	390,941,237
4 CONSTRUCTION CONTRACTS	2,620,382,233	2,362,708,813			2,620,382,233	2,362,708,813
5 MAINTENANCE CONTRACTS	2,841,516,172	2,841,665,673			2,841,516,172	2,841,665,673
6 PROPOSITION 1, 2014	2,575,920,003	2,232,364,757			2,575,920,003	2,232,364,757
7 PROPOSITION 7, 2015	3,119,646,349	3,253,205,572			3,119,646,349	3,253,205,572
8 CONSTRUCTION GRANTS & SERVICES	232,209,418	131,920,677			232,209,418	131,920,677
TOTAL, GOAL 1	**$13,217,436,380**	**$12,640,851,662**	**$0**	**$0**	**$13,217,436,380**	**$12,640,851,662**
2 Routine Transportation System Maintenance						
1 *System Maintenance*						
1 CONTRACTED ROUTINE MAINTENANCE	1,827,346,500	1,547,931,894			1,827,346,500	1,547,931,894
2 ROUTINE MAINTENANCE	1,333,964,848	1,031,866,268			1,333,964,848	1,031,866,268
3 FERRY OPERATIONS	72,137,753	74,352,424			72,137,753	74,352,424
TOTAL, GOAL 2	**$3,233,449,101**	**$2,654,150,586**	**$0**	**$0**	**$3,233,449,101**	**$2,654,150,586**

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective*/**STRATEGY**	**Base 2028**	**Base 2029**	**Exceptional 2028**	**Exceptional 2029**	**Total Request 2028**	**Total Request 2029**
3 Optimize Services and Systems						
1 *Support Enhanced Public Transportation*						
1 PUBLIC TRANSPORTATION	$139,063,819	$144,829,844	$37,400,000	$37,400,000	$176,463,819	$182,229,844
2 *Enhance Public Safety and Security*						
1 TRAFFIC SAFETY	72,547,577	74,830,316			72,547,577	74,830,316
3 *Tourism*						
1 TRAVEL INFORMATION	22,964,861	23,822,122			22,964,861	23,822,122
4 *Transportation Research*						
1 RESEARCH	29,168,243	29,477,931			29,168,243	29,477,931
5 *Aviation Services*						
1 AVIATION SERVICES	143,467,108	141,513,979	17,500,000	2,500,000	160,967,108	144,013,979
6 *Support the Gulf Intracoastal Waterway*						
1 GULF WATERWAY	1,545,907	1,575,247			1,545,907	1,575,247
TOTAL, GOAL 3	**$408,757,515**	**$416,049,439**	**$54,900,000**	**$39,900,000**	**$463,657,515**	**$455,949,439**
4 Enhance Rail Transportation						
1 *Enhance Rail Transportation*						
1 RAIL PLAN/DESIGN/MANAGE	6,303,050	6,482,705			6,303,050	6,482,705
2 CONTRACT RAIL PLAN/DESIGN	3,500,000	3,500,000			3,500,000	3,500,000
3 RAIL CONSTRUCTION	10,000,000		4,600,000	4,600,000	14,600,000	4,600,000
4 RAIL SAFETY	1,831,390	1,872,168			1,831,390	1,872,168
TOTAL, GOAL 4	**$21,634,440**	**$11,854,873**	**$4,600,000**	**$4,600,000**	**$26,234,440**	**$16,454,873**

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Base 2028**	**Base 2029**	**Exceptional 2028**	**Exceptional 2029**	**Total Request 2028**	**Total Request 2029**
5 Indirect Administration						
1 *Indirect Administration*						
1 CENTRAL ADMINISTRATION	$125,991,632	$124,350,003			$125,991,632	$124,350,003
2 INFORMATION RESOURCES	309,662,856	313,806,136			309,662,856	313,806,136
3 OTHER SUPPORT SERVICES	61,390,088	63,122,002			61,390,088	63,122,002
TOTAL, GOAL 5	**$497,044,576**	**$501,278,141**	**$0**	**$0**	**$497,044,576**	**$501,278,141**
6 Debt Service Payments for Bonds, Notes, and Other Credit Agreement						
1 *Debt Service Payments for Bonds, Notes, and Other Credit Agreement*						
1 GENERAL OBLIGATION BONDS	253,255,113	249,895,492			253,255,113	249,895,492
2 STATE HIGHWAY FUND BONDS	417,662,022	411,979,834			417,662,022	411,979,834
3 TEXAS MOBILITY FUND BONDS	456,633,558	463,477,557			456,633,558	463,477,557
4 OTHER DEBT SERVICE	3,400,000	3,400,000			3,400,000	3,400,000
TOTAL, GOAL 6	**$1,130,950,693**	**$1,128,752,883**	**$0**	**$0**	**$1,130,950,693**	**$1,128,752,883**
7 Develop Transportation Projects through Toll Project Subaccount Funds						
1 *Deliver Transportation Projects through Toll Project Subaccount Funds*						
1 PLAN/DESIGN/MANAGE-SUBACCOUNT	4,500,000	4,500,000			4,500,000	4,500,000
2 CONTRACTED PLAN/DESIGN-SUBACCOUNT	4,000,000	4,000,000			4,000,000	4,000,000
3 RIGHT-OF-WAY-SUBACCOUNT	12,500,000	12,500,000			12,500,000	12,500,000

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Base 2028**	**Base 2029**	**Exceptional 2028**	**Exceptional 2029**	**Total Request 2028**	**Total Request 2029**
4 CONSTRUCTION CONTRACTS-SUBACCOUNT	413,000,000	151,500,000			413,000,000	151,500,000
TOTAL, GOAL 7	**$434,000,000**	**$172,500,000**	**$0**	**$0**	**$434,000,000**	**$172,500,000**
TOTAL, AGENCY STRATEGY REQUEST	**$18,943,272,705**	**$17,525,437,584**	**$59,500,000**	**$44,500,000**	**$19,002,772,705**	**$17,569,937,584**
TOTAL, AGENCY RIDER APPROPRIATIONS REQUEST						
GRAND TOTAL, AGENCY REQUEST	**$18,943,272,705**	**$17,525,437,584**	**$59,500,000**	**$44,500,000**	**$19,002,772,705**	**$17,569,937,584**
General Revenue Funds:						
0001 General Revenue Fund	$124,885,000	$48,885,000	$59,500,000	$44,500,000	$184,385,000	$93,385,000
	$124,885,000	**$48,885,000**	**$59,500,000**	**$44,500,000**	**$184,385,000**	**$93,385,000**
General Revenue Dedicated Funds:						
0036 Dept Ins Operating Account	730,218	730,218			730,218	730,218
	$730,218	**$730,218**	**$0**	**$0**	**$730,218**	**$730,218**
Federal Funds:						
0555 Federal Funds	45,466,885	39,373,905			45,466,885	39,373,905
8082 Federal Reimbursements	5,614,027,619	5,498,223,159			5,614,027,619	5,498,223,159
	$5,659,494,504	**$5,537,597,064**	**$0**	**$0**	**$5,659,494,504**	**$5,537,597,064**

Agency code: **601** Agency name: **Department of Transportation**

Goal/*Objective* /**STRATEGY**	**Base 2028**	**Base 2029**	**Exceptional 2028**	**Exceptional 2029**	**Total Request 2028**	**Total Request 2029**
Other Funds:						
0006 State Highway Fund	5,597,466,555	4,887,553,899			5,597,466,555	4,887,553,899
0365 Texas Mobility Fund - Taxes & Fees	64,059,517	67,913,705			64,059,517	67,913,705
0777 Interagency Contracts	2,000,000	2,000,000			2,000,000	2,000,000
8105 Bond Proceeds - Texas Mobility Fund	279,586,751	233,308,391			279,586,751	233,308,391
8107 State Highway Fund - Debt Service	403,967,760	403,640,806			403,967,760	403,640,806
8108 Texas Mobility Fund - Debt Service	436,588,792	443,641,459			436,588,792	443,641,459
8116 Highway Fund 6-Toll Revenue	434,000,000	172,500,000			434,000,000	172,500,000
8142 State Hwy Fund No. 6 -Prop 1, 2014	2,575,920,003	2,232,364,757			2,575,920,003	2,232,364,757
8145 State Hwy Fund No. 6 -Prop 7, 2015	3,364,573,605	3,495,302,285			3,364,573,605	3,495,302,285
	$13,158,162,983	**$11,938,225,302**	**-**	**-**	**$13,158,162,983**	**$11,938,225,302**
TOTAL, METHOD OF FINANCING	**$18,943,272,705**	**$17,525,437,584**	**$59,500,000**	**$44,500,000**	**$19,002,772,705**	**$17,569,937,584**
FULL TIME EQUIVALENT POSITIONS	**13,175**	**13,175**	**149**	**149**	**13,324**	**13,324**

Agency code: 601 **Agency name: Department of Transportation**

GOAL:
OBJECTIVE:
STRATEGY:

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:					
1001 SALARIES AND WAGES	$1,005,535,272	$1,031,923,594	$1,070,956,176	$1,110,439,178	$1,110,439,178
1002 OTHER PERSONNEL COSTS	$37,900,816	$27,164,022	$27,682,736	$28,270,705	$28,399,865
2001 PROFESSIONAL FEES AND SERVICES	$2,008,197,369	$1,864,374,323	$1,929,707,766	$2,076,172,855	$1,982,686,363
2002 FUELS AND LUBRICANTS	$37,154,460	$45,215,408	$45,183,790	$48,765,458	$49,224,252
2003 CONSUMABLE SUPPLIES	$5,328,670	$6,206,897	$6,363,219	$6,528,970	$6,585,531
2004 UTILITIES	$52,118,737	$53,596,669	$54,598,974	$57,356,234	$57,912,212
2005 TRAVEL	$12,138,431	$13,634,179	$13,944,953	$14,323,145	$14,429,581
2006 RENT - BUILDING	$2,261,463	$3,261,184	$3,246,935	$3,333,879	$3,391,921
2007 RENT - MACHINE AND OTHER	$42,108,600	$44,030,929	$44,030,133	$46,004,199	$45,483,452
2008 DEBT SERVICE	$1,114,930,415	$1,216,489,730	$1,087,578,255	$1,149,814,961	$1,147,619,605
2009 OTHER OPERATING EXPENSES	$2,124,360,915	$2,762,756,767	$2,271,539,914	$2,487,414,497	$2,581,543,530
3001 CLIENT SERVICES	$2,990,885	$2,127,727	$350,000	$400,000	$400,000
4000 GRANTS	$2,719,544,329	$793,120,015	$564,777,581	$507,410,653	$435,127,498
5000 CAPITAL EXPENDITURES	$13,947,186,118	$11,439,978,515	$10,529,729,732	$11,407,037,971	$10,062,194,596
TOTAL, OBJECT OF EXPENSE	**$23,111,756,480**	**$19,303,879,959**	**$17,649,690,164**	**$18,943,272,705**	**$17,525,437,584**
Method of Financing:					
0001 General Revenue	$48,904,206	$554,702,285	$213,200,688	$124,885,000	$48,885,000
5167 Ship Channel Improvement Revolving Fund	$400,000,000	$0	$0	$0	$0

Agency code: 601 **Agency name: Department of Transportation**

GOAL:
OBJECTIVE:
STRATEGY:

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
5199 Port Capital Improvement Program	$176,006,590	$0	$0	$0	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)	**$624,910,796**	**$554,702,285**	**$213,200,688**	**$124,885,000**	**$48,885,000**
Method of Financing:					
36 TDI Operating Fund Account	$730,218	$730,218	$730,218	$730,218	$730,218
SUBTOTAL, MOF (GENERAL REVENUE-DEDICATED FUNDS)	**$730,218**	**$730,218**	**$730,218**	**$730,218**	**$730,218**
Method of Financing:					
325 Coronavirus Relief Fund					
20.106.119 COV19 Airport Improvement Program	$878,986	$0	$0	$0	$0
20.205.119 COV19 Surface Transportation Block Grant	$272,254,771	$178,748,925	$55,887,696	$0	$0
21.027.119 Coronavirus State And Local Fiscal Recovery Funds	$15,500,000	$0	$0	$0	$0
CFDA Subtotal, Fund 325	**$288,633,757**	**$178,748,925**	**$55,887,696**	**$0**	**$0**
Method of Financing:					
555 Federal Funds					
21.000.002 Debt Service Subsidy BAB	$55,938,524	$54,975,368	$54,026,739	$45,466,885	$39,373,905
CFDA Subtotal, Fund 555	**$55,938,524**	**$54,975,368**	**$54,026,739**	**$45,466,885**	**$39,373,905**

Agency code: 601 **Agency name: Department of Transportation**

GOAL:
OBJECTIVE:
STRATEGY:

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Method of Financing:					
8082 Federal Reimbursements					
12.632.000 Legacy Resource Management Program	$6,735,717	$0	$0	$0	$0
20.106.000 Airport Improvement Program	$63,536,599	$61,713,038	$50,000,000	$50,000,000	$50,000,000
20.200.000 Highway Research and Development Program	$125,000	$0	$0	$0	$0
20.205.000 Highway Planning and Construction	$5,699,725,803	$5,583,616,486	$5,312,424,808	$5,358,390,691	$5,239,029,445
20.218.000 Motor Carrier Safety Assistance	$813,742	$550,000	$386,325	$0	$0
20.225.000 Highway Research & Development Program	$212,100	$0	$0	$0	$0
20.226.000 Advanced Transp Tech & Innovation (ATTAIN) Program	$29,403	$0	$0	$0	$0
20.227.000 Technology & Innovation Deployment Program (TIDP)	$17,012	$0	$0	$0	$0
20.258.000 State, Planning and Research	$84,910,202	$75,034,552	$60,743,050	$60,198,215	$60,137,260
20.272.000 Highway Safety Improvement Program (HSIP)	$2,324,212	$4,091,014	$4,182,692	$4,091,014	$4,182,692

Agency code: 601 **Agency name: Department of Transportation**

GOAL:
OBJECTIVE:
STRATEGY:

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
20.287.000 Surface Transportation Block Grant Program	$8,812	$0	$0	$0	$0
20.505.000 Metro Transp Planning & State & Non-Metro Planning & Research	$2,601,768	$2,720,479	$2,776,793	$2,720,479	$2,776,793
20.509.000 Non-Urbanized Area Formula Grant	$53,317,963	$63,176,277	$64,484,026	$63,176,277	$64,484,026
20.513.000 Capital Assistance Programs	$9,150,128	$12,055,008	$12,304,546	$12,055,008	$12,304,546
20.526.000 Bus and Bus Facilities	$69,322,268	$8,252,827	$8,340,861	$8,252,827	$8,340,861
20.528.000 Rail Fixed Guideway State Safety Oversight Formula Grant Prog	$2,574,850	$2,775,066	$2,832,510	$2,775,066	$2,832,510
20.600.000 State and Community Highway	$32,780,685	$31,109,004	$32,222,204	$31,109,004	$32,222,204
20.614.000 NHTSA Discretionary Safety Grants	$374,317	$248,353	$248,353	$389,839	$394,504
20.616.000 National Priority Safety Programs	$23,809,795	$21,010,685	$21,664,469	$20,869,199	$21,518,318
66.039.000 Diesel Emission Reduction Act (DERA) National Grants	$1,007,546	$0	$0	$0	$0
CFDA Subtotal, Fund 8082	**$6,053,377,922**	**$5,866,352,789**	**$5,572,610,637**	**$5,614,027,619**	**$5,498,223,159**
SUBTOTAL, MOF (FEDERAL FUNDS)	**$6,397,950,203**	**$6,100,077,082**	**$5,682,525,072**	**$5,659,494,504**	**$5,537,597,064**

Agency code: 601 **Agency name: Department of Transportation**

GOAL:
OBJECTIVE:
STRATEGY:

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Method of Financing:					
6 State Highway Fund	$6,061,372,021	$5,378,427,773	$4,613,655,228	$5,597,466,555	$4,887,553,899
365 Texas Mobility Fund - Taxes & Fees	$133,215,173	$62,099,719	$57,913,705	$64,059,517	$67,913,705
666 Appropriated Receipts	$2,159,825	$986,014	$0	$0	$0
777 Interagency Contracts	$5,279,371	$4,500,000	$4,500,000	$2,000,000	$2,000,000
780 Bond Proceed-Gen Obligat	$702,016	$0	$0	$0	$0
781 Bond Proceeds - Revenue Bonds	$1,622,132	$0	$0	$0	$0
8105 Bond Proceeds - Texas Mobility Fund	$0	$62,703,987	$308,759,437	$279,586,751	$233,308,391
8107 State Highway Fund - Debt Service	$393,405,292	$398,618,063	$400,679,092	$403,967,760	$403,640,806
8108 Texas Mobility Fund - Debt Service	$385,897,610	$483,729,818	$363,005,724	$436,588,792	$443,641,459
8116 Highway Fund 6 - Toll Revenue	$83,269,249	$421,000,000	$171,000,000	$434,000,000	$172,500,000
8142 State Hwy Fund No. 6 Prop 1, 2014	$4,173,895,000	$2,487,504,000	$2,644,554,000	$2,575,920,003	$2,232,364,757
8145 State Hwy Fund No. 6 - Prop 7, 2015	$4,847,347,574	$3,348,801,000	$3,189,167,000	$3,364,573,605	$3,495,302,285
SUBTOTAL, MOF (OTHER FUNDS)	**$16,088,165,263**	**$12,648,370,374**	**$11,753,234,186**	**$13,158,162,983**	**$11,938,225,302**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$18,943,272,705**	**$17,525,437,584**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$23,111,756,480**	**$19,303,879,959**	**$17,649,690,164**	**$18,943,272,705**	**$17,525,437,584**
FULL TIME EQUIVALENT POSITIONS	**13,434.13**	**13,121.55**	**13,175.00**	**13,175.00**	**13,175.00**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$428,459,432	$445,124,907	$470,232,025	$475,283,811	$475,283,811
1002	OTHER PERSONNEL COSTS	$15,779,345	$16,267,540	$16,731,386	$16,783,300	$16,909,300
2001	PROFESSIONAL FEES AND SERVICES	$25,340,605	$28,155,934	$28,473,071	$31,793,233	$31,934,719
2002	FUELS AND LUBRICANTS	$6,764	$9,871	$11,227	$10,756	$10,775
2003	CONSUMABLE SUPPLIES	$485,489	$624,939	$727,000	$728,295	$755,606
2004	UTILITIES	$10,489,131	$11,467,179	$11,460,160	$12,638,000	$13,096,625
2005	TRAVEL	$5,028,054	$6,126,084	$6,155,000	$6,355,475	$6,365,730
2006	RENT - BUILDING	$892,739	$901,747	$902,350	$948,560	$984,131
2007	RENT - MACHINE AND OTHER	$2,040,631	$2,044,266	$2,052,000	$2,298,632	$2,384,831
2009	OTHER OPERATING EXPENSES	$102,488,829	$102,734,929	$102,762,726	$128,840,063	$145,744,557
3001	CLIENT SERVICES	$195,360	$208,115	$350,000	$400,000	$400,000
4000	GRANTS	$48,207,511	$49,383,180	$40,000,000	$40,000,000	$40,000,000
5000	CAPITAL EXPENDITURES	$2,927,682	$2,306,579	$2,382,368	$2,467,278	$2,501,927
TOTAL,	**OBJECT OF EXPENSE**	**$642,341,572**	**$665,355,270**	**$682,239,313**	**$718,547,403**	**$736,372,012**
Method of Financing:						
0001 General Revenue		$0	$96,808	$96,808	$0	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$0**	**$96,808**	**$96,808**	**$0**	**$0**
Method of Financing:						
8082 Federal Reimbursements						
12.632.000 Legacy Resource Management Program		$51,824	$0	$0	$0	$0
20.200.000 Highway Research and Development Program		$125,000	$0	$0	$0	$0

601 Department of Transportation

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

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
20.205.000 Highway Planning and Construction	$309,942,792	$213,273,150	$84,236,321	$104,672,956	$107,130,903
20.258.000 State, Planning and Research	$62,924,228	$50,674,097	$40,000,000	$40,000,000	$40,000,000
CFDA Subtotal, Fund 8082	**$373,043,844**	**$263,947,247**	**$124,236,321**	**$144,672,956**	**$147,130,903**
SUBTOTAL, MOF (FEDERAL FUNDS)	**$373,043,844**	**$263,947,247**	**$124,236,321**	**$144,672,956**	**$147,130,903**
Method of Financing:					
6 State Highway Fund	$268,070,883	$399,311,215	$555,906,184	$569,374,447	$584,741,109
365 Texas Mobility Fund - Taxes & Fees	$1,226,845	$2,000,000	$2,000,000	$4,500,000	$4,500,000
SUBTOTAL, MOF (OTHER FUNDS)	**$269,297,728**	**$401,311,215**	**$557,906,184**	**$573,874,447**	**$589,241,109**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$718,547,403**	**$736,372,012**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$642,341,572**	**$665,355,270**	**$682,239,313**	**$718,547,403**	**$736,372,012**
FULL TIME EQUIVALENT POSITIONS	**5,147.40**	**4,981.01**	**5,019.00**	**5,019.00**	**5,019.00**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the planning, development, and management of transportation projects necessary to expand, maintain, and improve the state highway system. The Texas Department of Transportation (TxDOT) conducts long-range system planning, roadway and bridge design, environmental analysis, and multimodal coordination in partnership with Metropolitan Planning Organizations (MPOs) and other state and local entities to ensure a cohesive and efficient transportation network.

Funding under this strategy supports core activities such as traffic data collection, system inventory and analysis, environmental documentation, and traffic and revenue studies. These efforts enable informed decision-making, risk management, and timely project delivery. Expenditures directly support the Texas Transportation Commission’s goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees.

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

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
Effective implementation of this strategy is contingent upon sustained coordination between TxDOT and its external partners, as well as the continuous evaluation and refinement of internal business processes to enhance operational efficiency and support project delivery at the lowest reasonable cost. External factors affecting this strategy include state and federal legislative actions; the availability and timing of funding; right of way acquisition; utility coordination and adjustments; environmental compliance requirements; weather-related impacts; and public involvement processes, including hearings and stakeholder engagement. Collectively, these factors influence the cost, timing, and overall delivery of planning and design activities.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$585,274,144	$495,402,741	$594,153,449	$671,289,192	$652,814,802
2009	OTHER OPERATING EXPENSES	$10,499,799	$7,976,271	$15,350,296	$38,564,522	$38,642,999
4000	GRANTS	$561,992	$257,609	$0	$0	$0
5000	CAPITAL EXPENDITURES	$26,431	$41,251	$120,685	$219,168	$215,120
TOTAL,	**OBJECT OF EXPENSE**	**$596,362,366**	**$503,677,872**	**$609,624,430**	**$710,072,882**	**$691,672,921**
Method of Financing:						
8082 Federal Reimbursements						
12.632.000 Legacy Resource Management Program		$74,826	$0	$0	$0	$0
20.205.000 Highway Planning and Construction		$269,587,924	$176,869,563	$135,319,435	$189,941,708	$199,946,932
CFDA Subtotal, Fund 8082		**$269,662,750**	**$176,869,563**	**$135,319,435**	**$189,941,708**	**$199,946,932**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$269,662,750**	**$176,869,563**	**$135,319,435**	**$189,941,708**	**$199,946,932**
Method of Financing:						
6 State Highway Fund		$323,439,021	$325,808,309	$473,304,995	$515,131,174	$486,725,989
365 Texas Mobility Fund - Taxes & Fees		$3,260,595	$1,000,000	$1,000,000	$5,000,000	$5,000,000
SUBTOTAL, MOF (OTHER FUNDS)		**$326,699,616**	**$326,808,309**	**$474,304,995**	**$520,131,174**	**$491,725,989**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$710,072,882**	**$691,672,921**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$596,362,366**	**$503,677,872**	**$609,624,430**	**$710,072,882**	**$691,672,921**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the delivery of professional services through external contracts to advance transportation planning, design, and project development. Funding is provided for preliminary project design; construction and environmental engineering; architectural services; and surveying and mapping, as well as route and location studies, environmental impact analyses, traffic and revenue studies, speed zone evaluations, and feasibility assessments necessary to support project readiness and delivery. Utilization of contracted services enables TxDOT to efficiently supplement internal capacity, access specialized expertise, and maintain project delivery schedules.

Expenditures under this strategy directly support the Texas Transportation Commission’s goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees. The strategy also maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority in the next biennium is critical to effectively manage multi-year contracts and align funding with project delivery timelines.

(Transportation Code, Chapter 223)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
Effective implementation of this strategy is dependent upon TxDOT’s ability to procure and manage external professional services in compliance with applicable state and federal requirements, procedures, and oversight standards. The use of contracted services expands TxDOT’s functional responsibilities related to procurement, contract administration, and performance management. Successful delivery further relies on ongoing coordination with external partners to provide timely and cost-effective transportation solutions across both urban and rural areas of the state.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$36,037,648	$41,176,849	$41,520,067	$56,120,000	$56,732,000
2007	RENT - MACHINE AND OTHER	$1,401,949	$2,194,954	$2,260,785	$4,333,130	$4,536,787
2009	OTHER OPERATING EXPENSES	$13,991,372	$14,564,311	$15,732,122	$46,156,889	$46,536,980
5000	CAPITAL EXPENDITURES	$322,476,299	$238,416,749	$265,655,620	$292,531,901	$283,135,470
TOTAL,	**OBJECT OF EXPENSE**	**$373,907,268**	**$296,352,863**	**$325,168,594**	**$399,141,920**	**$390,941,237**
Method of Financing:						
8082 Federal Reimbursements						
12.632.000 Legacy Resource Management Program		$23,501	$0	$0	$0	$0
20.205.000 Highway Planning and Construction		$77,216,890	$61,200,860	$67,151,697	$126,611,404	$128,277,588
CFDA Subtotal, Fund	8082	**$77,240,391**	**$61,200,860**	**$67,151,697**	**$126,611,404**	**$128,277,588**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$77,240,391**	**$61,200,860**	**$67,151,697**	**$126,611,404**	**$128,277,588**
Method of Financing:						
6 State Highway Fund		$288,418,404	$235,152,003	$258,016,897	$272,530,516	$262,663,649
365 Texas Mobility Fund - Taxes & Fees		$8,248,473	$0	$0	$0	$0
SUBTOTAL, MOF (OTHER FUNDS)		**$296,666,877**	**$235,152,003**	**$258,016,897**	**$272,530,516**	**$262,663,649**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$399,141,920**	**$390,941,237**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$373,907,268**	**$296,352,863**	**$325,168,594**	**$399,141,920**	**$390,941,237**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the acquisition of right of way necessary for the construction and delivery of transportation projects. Under the authority of eminent domain, TxDOT acquires real property through negotiated purchase or condemnation and provides for the adjustment and relocation of utility facilities, as well as relocation assistance to property owners, businesses, and residents displaced by project development. The strategy also authorizes cities and counties to acquire right of way on behalf of the state, with reimbursement of not less than 90 percent of eligible acquisition costs.

Funding under this strategy enables the timely advancement of projects by ensuring the availability of necessary property interests and minimizing delays associated with acquisition activities. Expenditures directly support the Texas Transportation Commission’s goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year, which is essential to effectively manage multi-year acquisition activities and align funding with project delivery schedules.

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

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Costs associated with right of way acquisition are largely driven by project location and property characteristics, with urban and improved commercial properties typically resulting in higher acquisition costs. Property owners are entitled to just compensation; however, costs may increase significantly when negotiated settlements are not reached and condemnation proceedings result in awards determined by special commissioners or juries. Additional cost drivers include required relocation assistance for displaced individuals and businesses and the relocation or adjustment of utility facilities, which in many cases must be reimbursed to utility owners.

Internally, TxDOT continues to enhance operational efficiency through established procedures and automated systems that support right of way acquisition and contract administration. Emphasis is placed on timely settlement of acquisition and condemnation cases to expedite possession and reduce cost escalation. External factors such as market conditions, stakeholder coordination, and the willingness of landowners to donate property interests may also influence overall acquisition costs and project delivery timelines.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$17,608,631	$11,951,860	$11,488,164	$13,998,494	$13,946,149
2004	UTILITIES	$169,601	$102,815	$100,223	$122,124	$121,667
2007	RENT - MACHINE AND OTHER	$749,000	$249,252	$242,969	$296,064	$294,954
2009	OTHER OPERATING EXPENSES	$22,467,778	$6,600,585	$5,714,707	$6,963,453	$6,937,415
4000	GRANTS	$5,012,890	$5,417,104	$5,280,542	$6,434,417	$6,410,357
5000	CAPITAL EXPENDITURES	$2,523,104,366	$2,288,065,982	$2,180,578,155	$2,592,567,681	$2,334,998,271
TOTAL,	**OBJECT OF EXPENSE**	**$2,569,112,266**	**$2,312,387,598**	**$2,203,404,760**	**$2,620,382,233**	**$2,362,708,813**
Method of Financing:						
1 General Revenue		$17,406,217	$120,500,000	$0	$48,500,000	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$17,406,217**	**$120,500,000**	**$0**	**$48,500,000**	**$0**
Method of Financing:						
325 Coronavirus Relief Fund						
20.205.119 COV19 Surface Transportation Block Grant		$271,164,116	$178,748,925	$55,887,696	$0	$0
CFDA Subtotal, Fund 325		**$271,164,116**	**$178,748,925**	**$55,887,696**	**$0**	**$0**
Method of Financing:						
8082 Federal Reimbursements						
12.632.000 Legacy Resource Management Program		$6,585,566	$0	$0	$0	$0
20.205.000 Highway Planning and Construction		$2,103,372,655	$1,740,814,075	$1,751,682,739	$2,246,059,242	$2,090,173,412
CFDA Subtotal, Fund 8082		**$2,109,958,221**	**$1,740,814,075**	**$1,751,682,739**	**$2,246,059,242**	**$2,090,173,412**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$2,381,122,337**	**$1,919,563,000**	**$1,807,570,435**	**$2,246,059,242**	**$2,090,173,412**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Method of Financing:					
6 State Highway Fund	$142,251,197	$203,137,536	$87,074,888	$41,236,240	$34,227,010
365 Texas Mobility Fund - Taxes & Fees	$28,332,515	$6,483,075	$0	$5,000,000	$5,000,000
8105 Bond Proceeds - Texas Mobility Fund	$0	$62,703,987	$308,759,437	$279,586,751	$233,308,391
SUBTOTAL, MOF (OTHER FUNDS)	**$170,583,712**	**$272,324,598**	**$395,834,325**	**$325,822,991**	**$272,535,401**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$2,620,382,233**	**$2,362,708,813**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$2,569,112,266**	**$2,312,387,598**	**$2,203,404,760**	**$2,620,382,233**	**$2,362,708,813**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the delivery of major transportation infrastructure through external construction contracts, including Design-Build (DB) and Comprehensive Development Agreements (CDAs), for roadways, bridges, and related facilities that improve statewide mobility. Funding represents payments to contractors for construction services, recorded based on service date, for projects that often extend across multiple fiscal years.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year and across biennia. Continuation of this authority is critical to align funding with project payout schedules that evolve as estimates are refined between Legislative Appropriation Request submission and project execution.

(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)

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Effective delivery of this strategy depends on coordination between TxDOT and private-sector partners, as well as continuous refinement of internal project delivery processes to ensure cost efficiency. Key external factors include state and federal legislative actions; right of way acquisition; utility coordination; environmental requirements; weather conditions; construction market capacity; and the timing of planning and design activities, all of which influence project cost, schedule, and delivery. Ferry infrastructure is also affected by corrosive coastal environments, increasing long-term maintenance and replacement costs.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$1,792,292	$1,860,410	$1,756,042	$1,587,415	$1,381,431
2004	UTILITIES	$39,284	$49,654	$46,868	$42,368	$36,870
2009	OTHER OPERATING EXPENSES	$15,966,229	$19,961,941	$18,842,084	$17,032,746	$17,822,564
4000	GRANTS	$600,779	$1,542,285	$1,455,763	$1,315,972	$1,145,210
5000	CAPITAL EXPENDITURES	$3,031,838,189	$3,603,703,993	$3,401,537,679	$2,821,537,671	$2,821,279,598
TOTAL,	**OBJECT OF EXPENSE**	**$3,050,236,773**	**$3,627,118,283**	**$3,423,638,436**	**$2,841,516,172**	**$2,841,665,673**
Method of Financing:						
8082 Federal Reimbursements						
20.205.000 Highway Planning and Construction		$2,918,374,056	$3,368,750,949	$3,270,734,616	$2,687,805,381	$2,710,200,610
CFDA Subtotal, Fund	8082	**$2,918,374,056**	**$3,368,750,949**	**$3,270,734,616**	**$2,687,805,381**	**$2,710,200,610**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$2,918,374,056**	**$3,368,750,949**	**$3,270,734,616**	**$2,687,805,381**	**$2,710,200,610**
Method of Financing:						
6 State Highway Fund		$131,862,717	$258,367,334	$152,903,820	$153,710,791	$131,465,063
SUBTOTAL, MOF (OTHER FUNDS)		**$131,862,717**	**$258,367,334**	**$152,903,820**	**$153,710,791**	**$131,465,063**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$2,841,516,172**	**$2,841,665,673**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$3,050,236,773**	**$3,627,118,283**	**$3,423,638,436**	**$2,841,516,172**	**$2,841,665,673**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports major maintenance activities delivered through external contracts, including preventive maintenance and rehabilitation projects that preserve and extend the useful life of the transportation system. Eligible work includes pavement rehabilitation, shoulder improvements, overlays, and other system preservation activities that maintain asset condition and performance.

Funding under this strategy advances the Texas Transportation Commission's priority to preserve the highway system through a cost-effective, lifecycle-based approach. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year to align funding with project progress schedules and updated cost estimates.

(Transportation Code, Sections 201.103, 203.002)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

System condition is primarily influenced by external factors including asset age, traffic volumes, freight activity, soil conditions, and weather impacts. Increased demand from energy-sector traffic and population growth accelerates system wear and requires additional maintenance resources. Absent sufficient funding, deterioration rates increase, resulting in higher long-term rehabilitation and reconstruction costs.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$477,300,093	$382,861,337	$437,477,808	$430,323,762	$421,354,742
2007	RENT - MACHINE AND OTHER	$8,603,688	$9,230,519	$9,086,956	$7,998,689	$6,800,276
2009	OTHER OPERATING EXPENSES	$133,600,772	$106,803,252	$105,329,303	$118,349,755	$122,380,606
4000	GRANTS	$33,635,866	$5,515,329	$6,437,429	$6,977,157	$7,098,336
5000	CAPITAL EXPENDITURES	$3,520,754,581	$1,983,093,563	$2,086,222,504	$2,012,270,640	$1,674,730,797
TOTAL,	**OBJECT OF EXPENSE**	**$4,173,895,000**	**$2,487,504,000**	**$2,644,554,000**	**$2,575,920,003**	**$2,232,364,757**
Method of Financing:						
8142 State Hwy Fund No. 6 Prop 1, 2014		$4,173,895,000	$2,487,504,000	$2,644,554,000	$2,575,920,003	$2,232,364,757
SUBTOTAL, MOF (OTHER FUNDS)		**$4,173,895,000**	**$2,487,504,000**	**$2,644,554,000**	**$2,575,920,003**	**$2,232,364,757**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$2,575,920,003**	**$2,232,364,757**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$4,173,895,000**	**$2,487,504,000**	**$2,644,554,000**	**$2,575,920,003**	**$2,232,364,757**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports construction, maintenance, and right-of-way acquisition for non-tolled public roadway projects funded from oil and natural gas tax (severance tax) transfers to the State Highway Fund pursuant to Proposition 1 (2014). These constitutionally dedicated revenues provide a significant supplemental funding source for system expansion and preservation. The Proposition 1 strategy supports the 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 strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year to align funding with project progress schedules and updated cost estimates.

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

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Implementation is influenced by coordination among state agencies, private partners, and local entities, along with continuous improvement of internal delivery processes. External factors include legislative actions; right of way acquisition; utility adjustments; environmental requirements; weather conditions; and the timing and funding of project development activities, all of which affect delivery schedules and costs.

601 Department of Transportation

GOAL: 1 Project Development and Delivery

OBJECTIVE: 1 Effective Project Planning, Development, and Management

STRATEGY: 7 PROPOSITION 7, 2015

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$582,897,622	$511,535,526	$534,502,436	$526,148,607	$516,021,221
2007	RENT - MACHINE AND OTHER	$521,405	$596,209	$576,008	$569,367	$557,929
2009	OTHER OPERATING EXPENSES	$29,342,967	$26,516,482	$24,480,986	$26,881,014	$27,005,245
4000	GRANTS	$31,506	$0	$0	$0	$0
5000	CAPITAL EXPENDITURES	$3,975,897,675	$2,551,717,677	$2,380,983,494	$2,566,047,361	$2,709,621,177
TOTAL,	**OBJECT OF EXPENSE**	**$4,588,691,175**	**$3,090,365,894**	**$2,940,542,924**	**$3,119,646,349**	**$3,253,205,572**
Method of Financing:						
8145 State Hwy Fund No. 6 - Prop 7, 2015		$4,588,691,175	$3,090,365,894	$2,940,542,924	$3,119,646,349	$3,253,205,572
SUBTOTAL, MOF (OTHER FUNDS)		**$4,588,691,175**	**$3,090,365,894**	**$2,940,542,924**	**$3,119,646,349**	**$3,253,205,572**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$3,119,646,349**	**$3,253,205,572**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$4,588,691,175**	**$3,090,365,894**	**$2,940,542,924**	**$3,119,646,349**	**$3,253,205,572**

601 Department of Transportation

GOAL: 1 Project Development and Delivery

OBJECTIVE: 1 Effective Project Planning, Development, and Management

STRATEGY: 7 PROPOSITION 7, 2015

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports non-tolled transportation projects funded through state sales and use tax and motor vehicle sales and rental tax allocations to the State Highway Fund pursuant to Proposition 7 (2015). These revenues provide a stable, long-term funding source that supports the delivery of transportation projects across the state. The Proposition 7 strategy supports the 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 carry forward unexpended balances (U.B.) from the first year of the biennium to the second year to align funding with project progress schedules and updated cost estimates.

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

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Effective implementation requires coordination with local governments, the private sector, and other stakeholders, supported by ongoing refinement of internal processes. External factors include legislative changes; right of way acquisition; utility coordination; environmental compliance; weather impacts; and the timing and funding of planning and design activities, which collectively influence project delivery outcomes.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
4000	GRANTS	$2,277,045,313	$349,257,729	$66,653,586	$155,580,310	$88,386,854
5000	CAPITAL EXPENDITURES	$229,014,135	$17,241,411	$31,366,393	$76,629,108	$43,533,823
TOTAL,	**OBJECT OF EXPENSE**	**$2,506,059,448**	**$366,499,140**	**$98,019,979**	**$232,209,418**	**$131,920,677**
Method of Financing:						
0001 General Revenue		$0	$10,000,000	$0	$10,000,000	$0
5167 Ship Channel Improvement Revolving Fund		$400,000,000	$0	$0	$0	$0
5199 Port Capital Improvement Program		$176,006,590	$0	$0	$0	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$576,006,590**	**$10,000,000**	**$0**	**$10,000,000**	**$0**
Method of Financing:						
325 Coronavirus Relief Fund						
20.205.119 COV19 Surface Transportation Block Grant		$1,090,655	$0	$0	$0	$0
CFDA Subtotal, Fund 325		**$1,090,655**	**$0**	**$0**	**$0**	**$0**
Method of Financing:						
8082 Federal Reimbursements						
20.205.000 Highway Planning and Construction		$6,936,287	$0	$0	$0	$0
CFDA Subtotal, Fund 8082		**$6,936,287**	**$0**	**$0**	**$0**	**$0**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$8,026,942**	**$0**	**$0**	**$0**	**$0**
Method of Financing:						
6 State Highway Fund		$1,886,123,508	$356,499,140	$98,019,979	$222,209,418	$131,920,677

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
365	Texas Mobility Fund - Taxes & Fees	$35,200,392	$0	$0	$0	$0
0780	Bond Proceeds - General Obligation Bonds	$702,016	$0	$0	$0	$0
SUBTOTAL, MOF (OTHER FUNDS)		**$1,922,025,916**	**$356,499,140**	**$98,019,979**	**$222,209,418**	**$131,920,677**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$232,209,418**	**$131,920,677**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$2,506,059,448**	**$366,499,140**	**$98,019,979**	**$232,209,418**	**$131,920,677**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports transportation project delivery through financial assistance agreements, including pass-through financing and other local participation programs that enable local entities to advance projects with subsequent reimbursement by TxDOT. The strategy also includes disbursements for State Infrastructure Bank loans and Border Colonia Access Program payments, representing construction-related financial assistance without direct personnel costs.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) within and across biennia to support multi-year agreements and ensure funding alignment with project progress and reimbursement schedules.

(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)

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$66,658,616	$125,150,754	$67,063,262	$125,465,500	$67,849,499
2007	RENT - MACHINE AND OTHER	$27,978,201	$28,829,216	$28,898,809	$29,545,500	$29,910,000
2009	OTHER OPERATING EXPENSES	$1,191,465,702	$1,334,953,990	$1,290,980,615	$1,363,996,947	$1,431,227,879
5000	CAPITAL EXPENDITURES	$106,754,832	$166,229,239	$0	$308,338,553	$18,944,516
TOTAL,	**OBJECT OF EXPENSE**	**$1,392,857,351**	**$1,655,163,199**	**$1,386,942,686**	**$1,827,346,500**	**$1,547,931,894**
Method of Financing:						
6 State Highway Fund		$1,391,381,516	$1,654,438,350	$1,386,942,686	$1,827,346,500	$1,547,931,894
666 Appropriated Receipts		$1,475,835	$724,849	$0	$0	$0
SUBTOTAL, MOF (OTHER FUNDS)		**$1,392,857,351**	**$1,655,163,199**	**$1,386,942,686**	**$1,827,346,500**	**$1,547,931,894**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$1,827,346,500**	**$1,547,931,894**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$1,392,857,351**	**$1,655,163,199**	**$1,386,942,686**	**$1,827,346,500**	**$1,547,931,894**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports routine and preventive maintenance activities performed through external contracts to preserve the condition and performance of the state highway system. Eligible work includes maintenance of roadway surfaces and bridges, highway markings, signs, traffic signal systems, right of way maintenance, litter removal, and emergency repair contracts. 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.

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

(Transportation Code, Chapter 201, Subchapter C, Section 201.103, 203.002)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

System condition is influenced by external factors including asset age, traffic volumes, freight activity, soil conditions, and weather-related impacts, all of which contribute to ongoing deterioration. Increased usage associated with population growth and energy-sector activity places additional strain on infrastructure, increasing maintenance demand. Without sufficient funding, deterioration rates may accelerate, resulting in higher long-term rehabilitation and reconstruction costs and reduced system performance.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$413,929,111	$415,286,409	$422,295,017	$449,588,530	$449,588,530
1002	OTHER PERSONNEL COSTS	$16,161,742	$5,883,548	$6,260,000	$6,951,420	$6,951,420
2001	PROFESSIONAL FEES AND SERVICES	$731,058	$732,092	$732,997	$733,879	$734,358
2002	FUELS AND LUBRICANTS	$30,721,157	$38,308,629	$38,500,000	$39,000,000	$39,000,000
2003	CONSUMABLE SUPPLIES	$3,568,699	$4,137,442	$4,150,000	$4,250,000	$4,250,000
2004	UTILITIES	$37,323,055	$37,315,172	$39,000,000	$40,306,000	$40,306,000
2005	TRAVEL	$4,191,331	$4,245,258	$4,550,000	$4,600,000	$4,600,000
2006	RENT - BUILDING	$348,434	$1,822,729	$1,832,750	$1,850,000	$1,850,000
2009	OTHER OPERATING EXPENSES	$395,785,991	$499,595,152	$438,280,661	$479,808,077	$476,256,950
5000	CAPITAL EXPENDITURES	$145,763,765	$251,284,323	$15,876,942	$306,876,942	$8,329,010
TOTAL,	**OBJECT OF EXPENSE**	**$1,048,524,343**	**$1,258,610,754**	**$971,478,367**	**$1,333,964,848**	**$1,031,866,268**
Method of Financing:						
8082 Federal Reimbursements						
66.039.000 Diesel Emission Reduction Act (DERA) National Grants		$1,007,546	$0	$0	$0	$0
CFDA Subtotal, Fund	8082	**$1,007,546**	**$0**	**$0**	**$0**	**$0**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$1,007,546**	**$0**	**$0**	**$0**	**$0**
Method of Financing:						
6 State Highway Fund		$1,046,848,172	$1,258,352,771	$971,478,367	$1,333,964,848	$1,031,866,268
666 Appropriated Receipts		$668,625	$257,983	$0	$0	$0
SUBTOTAL, MOF (OTHER FUNDS)		**$1,047,516,797**	**$1,258,610,754**	**$971,478,367**	**$1,333,964,848**	**$1,031,866,268**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$1,333,964,848**	**$1,031,866,268**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$1,048,524,343**	**$1,258,610,754**	**$971,478,367**	**$1,333,964,848**	**$1,031,866,268**
FULL TIME EQUIVALENT POSITIONS		**6,387.75**	**6,242.03**	**6,198.00**	**6,198.00**	**6,198.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports routine and preventive maintenance activities performed by TxDOT personnel to preserve the condition and functionality of the state highway system. Work includes, but not limited to, maintenance of roadway surfaces and bridges, highway markings, signs, traffic signal systems, right of way maintenance, litter removal, and emergency repairs. 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 carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority ensures consistent alignment of funding with maintenance schedules, workload variability, and evolving cost estimates.

(Transportation Code, Chapter 201, Subchapter C, Section 201.103, and Chapters 391-395)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
System condition is influenced by external factors including asset age, traffic volumes, freight activity, soil conditions, and weather-related impacts, all of which contribute to ongoing deterioration. Increased usage associated with population growth and energy-sector activity places additional strain on infrastructure, increasing maintenance demand. Without sufficient resources, deterioration rates may accelerate, resulting in higher long-term rehabilitation and reconstruction costs and reduced system performance.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$17,680,556	$18,755,134	$18,585,878	$19,876,348	$19,876,348
1002	OTHER PERSONNEL COSTS	$504,060	$458,413	$448,964	$457,400	$457,400
2001	PROFESSIONAL FEES AND SERVICES	$2,779,749	$2,898,339	$3,002,548	$3,101,561	$3,308,257
2002	FUELS AND LUBRICANTS	$5,849,313	$5,925,932	$6,102,654	$9,316,214	$9,765,000
2003	CONSUMABLE SUPPLIES	$81,173	$90,750	$100,256	$101,621	$103,569
2004	UTILITIES	$240,389	$262,952	$287,053	$290,786	$295,698
2005	TRAVEL	$7,011	$7,508	$8,126	$8,469	$8,956
2007	RENT - MACHINE AND OTHER	$124,668	$137,649	$148,852	$151,024	$155,866
2009	OTHER OPERATING EXPENSES	$36,641,838	$37,223,611	$37,846,148	$38,308,580	$40,355,580
5000	CAPITAL EXPENDITURES	$84,666	$87,700	$25,750	$525,750	$25,750
TOTAL,	**OBJECT OF EXPENSE**	**$63,993,423**	**$65,847,988**	**$66,556,229**	**$72,137,753**	**$74,352,424**
Method of Financing:						
6	State Highway Fund	$63,993,423	$65,847,988	$66,556,229	$72,137,753	$74,352,424
SUBTOTAL, MOF (OTHER FUNDS)		**$63,993,423**	**$65,847,988**	**$66,556,229**	**$72,137,753**	**$74,352,424**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$72,137,753**	**$74,352,424**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$63,993,423**	**$65,847,988**	**$66,556,229**	**$72,137,753**	**$74,352,424**
FULL TIME EQUIVALENT POSITIONS		**281.02**	**297.17**	**292.00**	**292.00**	**292.00**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the continuous operation of the state ferry system, providing 24-hour, seven-day service at the Port Aransas and Galveston–Port Bolivar crossings. Funding includes ferry crews, security, fuel, and other operational expenses necessary to maintain safe and reliable service. Construction of ferry vessels and major facility improvements are supported through separate construction and maintenance strategies.

Ferry operations provide critical connectivity for communities, regional mobility, and economic activity, particularly in areas supported by tourism and maritime commerce. The strategy supports system performance through efficient operations and resource management while adapting to changing demand. 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:
Ferry system operations are influenced by external factors including tourism demand, local economic development, traffic volumes, marine industry activity, and weather events such as hurricanes and tropical storms. Coastal environmental conditions, including corrosive saltwater exposure and sedimentation, increase maintenance requirements and operating costs, including dredging needs. Operational performance is also affected by system capacity, vessel reliability, and the availability and cost of fuel, labor, and replacement parts. Increased demand, aging infrastructure, and unplanned downtime may result in longer wait times and higher operating costs, requiring ongoing investment to maintain safe, efficient, and responsive ferry services.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$4,338,591	$4,365,426	$4,577,192	$4,866,890	$4,866,890
1002	OTHER PERSONNEL COSTS	$140,893	$80,676	$54,000	$115,580	$115,580
2001	PROFESSIONAL FEES AND SERVICES	$845,089	$3,081,522	$1,048,391	$1,072,651	$1,173,491
2003	CONSUMABLE SUPPLIES	$1,408	$738	$839	$898	$978
2004	UTILITIES	$514	$645	$809	$1,011	$1,253
2005	TRAVEL	$95,951	$94,648	$97,850	$99,220	$107,570
2006	RENT - BUILDING	$2,310	$4,028	$4,381	$4,779	$5,224
2007	RENT - MACHINE AND OTHER	$4,575	$2,332	$3,428	$5,057	$7,449
2009	OTHER OPERATING EXPENSES	$1,817,925	$2,277,610	$2,376,352	$2,306,199	$2,534,900
4000	GRANTS	$190,988,937	$130,510,291	$136,253,370	$130,591,534	$136,016,509
TOTAL,	**OBJECT OF EXPENSE**	**$198,236,193**	**$140,417,916**	**$144,416,612**	**$139,063,819**	**$144,829,844**
Method of Financing:						
1 General Revenue		$3,770,000	$1,885,000	$1,885,000	$1,885,000	$1,885,000
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$3,770,000**	**$1,885,000**	**$1,885,000**	**$1,885,000**	**$1,885,000**
Method of Financing:						
8082 Federal Reimbursements						
20.258.000 State, Planning and Research		$7,340	$0	$0	$0	$0
20.287.000 Surface Transportation Block Grant Program		$8,812	$0	$0	$0	$0
20.505.000 Metropolitan Transportation Planning and State and		$2,601,768	$2,720,479	$2,776,793	$2,720,479	$2,776,793
20.509.000 Non-Urbanized Area Formula Grant		$53,317,963	$63,176,277	$64,484,026	$63,176,277	$64,484,026

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
20.513.000 Capital Assistance Programs	$9,150,128	$12,055,008	$12,304,546	$12,055,008	$12,304,546
20.526.000 Bus and Bus Facilities	$69,322,268	$8,252,827	$8,340,861	$8,252,827	$8,340,861
20.528.000 Rail Fixed Guideway State Safety Oversight Formula Grant Prog	$462,651	$0	$0	$0	$0
CFDA Subtotal, Fund 8082	**$134,870,930**	**$86,204,591**	**$87,906,226**	**$86,204,591**	**$87,906,226**
SUBTOTAL, MOF (FEDERAL FUNDS)	**$134,870,930**	**$86,204,591**	**$87,906,226**	**$86,204,591**	**$87,906,226**
Method of Financing:					
6 State Highway Fund	$8,363,554	$7,711,681	$7,711,681	$7,914,711	$8,124,913
365 Texas Mobility Fund - Taxes & Fees	$51,231,709	$44,616,644	$46,913,705	$43,059,517	$46,913,705
SUBTOTAL, MOF (OTHER FUNDS)	**$59,595,263**	**$52,328,325**	**$54,625,386**	**$50,974,228**	**$55,038,618**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$139,063,819**	**$144,829,844**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$198,236,193**	**$140,417,916**	**$144,416,612**	**$139,063,819**	**$144,829,844**
FULL TIME EQUIVALENT POSITIONS	**46.48**	**45.43**	**50.00**	**50.00**	**50.00**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the development, delivery, and oversight of public transportation services statewide by providing financial and technical assistance to urban and rural transit providers, local governments, nonprofit organizations, and other eligible entities. Funding supports transit operations, capital improvements, and safety initiatives, as well as the allocation and administration of Federal Transit Administration (FTA) funds and compliance with applicable state and federal requirements.

The strategy enhances personal mobility, supports economic development, and provides congestion relief by facilitating access to reliable public transportation services. Additionally, TxDOT provides coordination, training, and technical assistance to promote efficient system performance and collaboration among transit stakeholders. Metropolitan Transit Authorities (MTAs) are statutorily excluded from receiving state funding through this strategy.

(Transportation Code, Chapters 455, 456 & 461)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Implementation of this strategy is significantly influenced by the availability of federal, state, and local funding, which has not consistently kept pace with population growth, inflation, and increasing service demand. External factors include demographic changes, urbanization, aging populations, and cross-border activity, particularly in regions near the United States–Mexico border, all of which increase demand for transit services. Rising capital and operating costs further constrain system expansion and service delivery. Limited resources are often prioritized to maintain existing systems, reducing the ability to expand service to underserved areas and impacting long-term system sustainability and performance.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$6,734,252	$6,878,157	$7,217,169	$7,473,077	$7,473,077
1002	OTHER PERSONNEL COSTS	$377,720	$119,617	$120,815	$122,180	$124,392
2001	PROFESSIONAL FEES AND SERVICES	$6,428,526	$6,500,159	$6,572,591	$6,645,831	$6,719,886
2005	TRAVEL	$150,087	$160,296	$168,314	$171,680	$175,114
2006	RENT - BUILDING	$100,491	$0	$0	$0	$0
2009	OTHER OPERATING EXPENSES	$20,938,632	$21,688,394	$22,464,979	$22,317,205	$23,236,850
4000	GRANTS	$38,199,222	$35,108,114	$36,484,083	$35,817,604	$37,100,997
TOTAL,	**OBJECT OF EXPENSE**	**$72,928,930**	**$70,454,737**	**$73,027,951**	**$72,547,577**	**$74,830,316**
Method of Financing:						
0036 Dept Ins Operating Account		$730,218	$730,218	$730,218	$730,218	$730,218
SUBTOTAL, MOF (GENERAL REVENUE-DEDICATED FUNDS)		**$730,218**	**$730,218**	**$730,218**	**$730,218**	**$730,218**
Method of Financing:						
8082 Federal Reimbursements						
20.226.000 Advanced Transp Tech & Innovation (ATTAIN) Program		$29,403	$0	$0	$0	$0
20.272.000 Highway Safety Improvement Program (HSIP)		$2,324,212	$4,091,014	$4,182,692	$4,091,014	$4,182,692
20.600.000 State and Community Highway		$32,780,685	$31,109,004	$32,222,204	$31,109,004	$32,222,204
20.614.000 NHTSA Discretionary Safety Grants		$374,317	$248,353	$248,353	$389,839	$394,504
20.616.000 National Priority Safety Programs		$23,809,795	$21,010,685	$21,664,469	$20,869,199	$21,518,318
CFDA Subtotal, Fund 8082		**$59,318,412**	**$56,459,056**	**$58,317,718**	**$56,459,056**	**$58,317,718**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$59,318,412**	**$56,459,056**	**$58,317,718**	**$56,459,056**	**$58,317,718**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Method of Financing:						
	6 State Highway Fund	$12,880,300	$13,265,463	$13,980,015	$15,358,303	$15,782,380
SUBTOTAL, MOF (OTHER FUNDS)		**$12,880,300**	**$13,265,463**	**$13,980,015**	**$15,358,303**	**$15,782,380**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$72,547,577**	**$74,830,316**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$72,928,930**	**$70,454,737**	**$73,027,951**	**$72,547,577**	**$74,830,316**
FULL TIME EQUIVALENT POSITIONS		**85.71**	**84.33**	**95.00**	**95.00**	**95.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the coordination and administration of the Texas Traffic Safety Program, with the primary objective of reducing the number and severity of traffic crashes, injuries, and fatalities statewide. TxDOT develops, implements, and evaluates the Highway Safety Plan (HSP), which directs the use of state and federal grant funding to support traffic safety initiatives.

Program activities are carried out through partnerships with federal, state, and local agencies, as well as nonprofit organizations, and include education, enforcement, and evaluation efforts. The strategy also supports the statewide crash records program, which collects, maintains, and analyzes crash data submitted by law enforcement agencies to inform safety planning, policy decisions, and targeted safety improvements.

The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority is necessary to align funding with grant cycles, program implementation timelines, and evolving safety priorities.

(Transportation Code, Chapter 550, Subchapter D and Chapter 723)

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Successful implementation of this strategy depends on coordination among federal, state, and local partners, as well as ongoing refinement of internal program management processes. External factors include the availability and stability of federal and state funding sources, changes in federal safety program requirements, and the demand for traffic safety initiatives statewide. Program effectiveness is also influenced by behavioral trends, traffic volumes, and emerging safety risks. These factors collectively affect the prioritization, funding, and delivery of traffic safety programs and outcomes.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$7,457,258	$7,457,007	$7,727,311	$8,091,825	$8,091,825
1002	OTHER PERSONNEL COSTS	$246,214	$240,895	$199,875	$186,980	$186,980
2001	PROFESSIONAL FEES AND SERVICES	$139,138	$140,369	$146,046	$147,965	$155,065
2002	FUELS AND LUBRICANTS	$7,673	$7,722	$7,992	$8,156	$8,485
2003	CONSUMABLE SUPPLIES	$16,642	$16,694	$17,367	$17,789	$18,439
2004	UTILITIES	$448,454	$451,456	$454,860	$456,254	$467,765
2005	TRAVEL	$149,973	$152,884	$156,651	$157,145	$160,325
2006	RENT - BUILDING	$45,000	$0	$0	$0	$0
2007	RENT - MACHINE AND OTHER	$70,532	$71,027	$73,891	$73,898	$75,444
2009	OTHER OPERATING EXPENSES	$13,150,070	$13,518,043	$14,071,864	$13,824,849	$14,657,794
TOTAL,	**OBJECT OF EXPENSE**	**$21,730,954**	**$22,056,097**	**$22,855,857**	**$22,964,861**	**$23,822,122**
Method of Financing:						
6 State Highway Fund		$21,730,954	$22,056,097	$22,855,857	$22,964,861	$23,822,122
SUBTOTAL, MOF (OTHER FUNDS)		**$21,730,954**	**$22,056,097**	**$22,855,857**	**$22,964,861**	**$23,822,122**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$22,964,861**	**$23,822,122**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$21,730,954**	**$22,056,097**	**$22,855,857**	**$22,964,861**	**$23,822,122**
FULL TIME EQUIVALENT POSITIONS		**101.42**	**97.08**	**95.00**	**95.00**	**95.00**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the delivery of statewide travel information services through the operation of 12 Travel Information Centers, publication and distribution of travel materials, and management of digital and telecommunication platforms. Key functions include maintaining the Highway Condition Reporting System (HCRS), operating DriveTexas.org to provide real-time roadway conditions, and managing the statewide travel information hotline and Interactive Voice Response (IVR) system. Certified travel counselors provide assistance to travelers, while automated systems deliver continuously updated information to support safe and informed travel.

These services promote tourism, enhance mobility, and improve traveler safety by providing timely and accurate transportation and destination information. The strategy also includes publication of Texas Highways magazine and administration of litter prevention programs, contributing to the overall travel experience and economic vitality of the state. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority ensures alignment of funding with program delivery needs, publication cycles, and evolving technology requirements.

(Transportation Code, Chapter 204)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Demand for travel information services is influenced by economic conditions, tourism trends, and traveler behavior, as leisure travel is closely tied to disposable income. Coordination with the Office of the Governor Economic Development and Tourism Division and other external partners affects demand for travel materials and visitor services. Additional external factors include technological advancements, shifts toward digital information platforms, and competition within the tourism and publication markets. Requirements related to the distribution of travel materials and partnerships with local entities may increase demand for printed materials, while production costs, advertising revenue, and changing consumer preferences influence program sustainability and resource allocation.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$1,788,466	$1,966,862	$2,078,289	$2,112,457	$2,112,457
1002	OTHER PERSONNEL COSTS	$61,919	$23,082	$22,000	$47,620	$47,620
2001	PROFESSIONAL FEES AND SERVICES	$365,429	$309,844	$335,950	$346,028	$346,028
2005	TRAVEL	$38,696	$30,774	$39,396	$40,814	$40,814
2006	RENT - BUILDING	$24,430	$0	$0	$0	$0
2007	RENT - MACHINE AND OTHER	$2,779	$2,220	$2,286	$2,355	$2,355
2009	OTHER OPERATING EXPENSES	$24,219,771	$27,554,736	$26,712,805	$26,618,969	$26,928,657
4000	GRANTS	$813,742	$550,002	$386,325	$0	$0
TOTAL,	**OBJECT OF EXPENSE**	**$27,315,232**	**$30,437,520**	**$29,577,051**	**$29,168,243**	**$29,477,931**
Method of Financing:						
8082 Federal Reimbursements						
20.218.000 Motor Carrier Safety Assistance		$813,742	$550,000	$386,325	$0	$0
20.225.000 Highway Research & Development Program		$212,100	$0	$0	$0	$0
20.227.000 Technology & Innovation Deployment Program (TIDP)		$17,012	$0	$0	$0	$0
20.258.000 State, Planning and Research		$19,089,933	$21,129,375	$20,743,050	$20,198,215	$20,137,260
CFDA Subtotal, Fund 8082		**$20,132,787**	**$21,679,375**	**$21,129,375**	**$20,198,215**	**$20,137,260**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$20,132,787**	**$21,679,375**	**$21,129,375**	**$20,198,215**	**$20,137,260**
Method of Financing:						
6 State Highway Fund		$7,182,445	$8,758,145	$8,447,676	$8,970,028	$9,340,671
SUBTOTAL, MOF (OTHER FUNDS)		**$7,182,445**	**$8,758,145**	**$8,447,676**	**$8,970,028**	**$9,340,671**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$29,168,243**	**$29,477,931**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$27,315,232**	**$30,437,520**	**$29,577,051**	**$29,168,243**	**$29,477,931**
FULL TIME EQUIVALENT POSITIONS		**16.79**	**17.56**	**19.00**	**19.00**	**19.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports research, development, and technology transfer (RD&T) activities conducted in partnership with state-supported colleges, universities, and other stakeholders to improve the safety, efficiency, and performance of the transportation system. Key functions include coordinating research implementation, promoting innovation, disseminating research findings, and applying practical solutions to transportation challenges.

The strategy also supports training and technical assistance to local governments through the Local Technical Assistance Program (LTAP), management of the product evaluation program, and coordination of Texas' participation in federally funded research initiatives, including pooled-fund studies and the National Cooperative Highway Research Program. These efforts enhance data-driven decision-making, advance system performance, and support the Texas Transportation Commission's goals. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority ensures alignment of funding with multi-year research cycles, project timelines, and evolving research priorities.

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

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Research activities are influenced by federal and state legislative actions, funding availability, and the prioritization of research initiatives at both the state and national levels. External factors include the availability of federal funding and the requirement for state matching funds to fully leverage those resources, as well as emerging transportation challenges that may shift research focus. Internal coordination with academic institutions, federal partners, and industry stakeholders also affects project selection, implementation, and the application of research outcomes to improve transportation system performance.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$7,209,858	$8,541,137	$9,340,331	$9,515,897	$9,515,897
1002	OTHER PERSONNEL COSTS	$339,653	$91,443	$129,000	$200,060	$200,060
2001	PROFESSIONAL FEES AND SERVICES	$427,277	$1,144,247	$361,822	$363,079	$407,445
2002	FUELS AND LUBRICANTS	$553,147	$945,131	$542,733	$410,655	$419,138
2003	CONSUMABLE SUPPLIES	$29,991	$51,539	$36,182	$46,463	$52,265
2004	UTILITIES	$1,547	$6,947	$5,307	$6,638	$7,103
2005	TRAVEL	$177,025	$314,688	$192,972	$219,039	$225,141
2006	RENT - BUILDING	$43,000	$43,000	$0	$0	$0
2007	RENT - MACHINE AND OTHER	$25,201	$52,673	$48,243	$54,428	$61,646
2008	DEBT SERVICE	$0	$0	$0	$0	$0
2009	OTHER OPERATING EXPENSES	$7,316,440	$19,483,926	$11,457,703	$10,809,614	$11,500,132
3001	CLIENT SERVICES	$0	$0	$0	$0	$0
4000	GRANTS	$124,446,571	$205,578,372	$271,826,483	$120,693,659	$118,969,235
5000	CAPITAL EXPENDITURES	$148,595	$26,265,047	$132,668	$1,147,576	$155,917
TOTAL,	**OBJECT OF EXPENSE**	**$140,718,305**	**$262,518,150**	**$294,073,444**	**$143,467,108**	**$141,513,979**
Method of Financing:						
0001 General Revenue		$27,727,989	$156,998,311	$210,996,714	$49,500,000	$47,000,000
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$27,727,989**	**$156,998,311**	**$210,996,714**	**$49,500,000**	**$47,000,000**
Method of Financing:						
325 Coronavirus Relief Fund						
20.106.119 COV19 Airport Improvement Program		$878,986	$0	$0	$0	$0
CFDA Subtotal, Fund 325		**$878,986**	**$0**	**$0**	**$0**	**$0**

601 Department of Transportation

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

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Method of Financing:					
8082 Federal Reimbursements					
20.106.000 Airport Improvement Program	$63,536,599	$61,713,038	$50,000,000	$50,000,000	$50,000,000
CFDA Subtotal, Fund 8082	**$63,536,599**	**$61,713,038**	**$50,000,000**	**$50,000,000**	**$50,000,000**
SUBTOTAL, MOF (FEDERAL FUNDS)	**$64,415,585**	**$61,713,038**	**$50,000,000**	**$50,000,000**	**$50,000,000**
Method of Financing:					
6 State Highway Fund	$37,580,716	$31,306,801	$20,576,730	$35,467,108	$36,013,979
365 Texas Mobility Fund - Taxes & Fees	$5,714,644	$8,000,000	$8,000,000	$6,500,000	$6,500,000
777 Interagency Contracts	$5,279,371	$4,500,000	$4,500,000	$2,000,000	$2,000,000
SUBTOTAL, MOF (OTHER FUNDS)	**$48,574,731**	**$43,806,801**	**$33,076,730**	**$43,967,108**	**$44,513,979**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$143,467,108**	**$141,513,979**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$140,718,305**	**$262,518,150**	**$294,073,444**	**$143,467,108**	**$141,513,979**
FULL TIME EQUIVALENT POSITIONS	**68.90**	**74.85**	**88.00**	**88.00**	**88.00**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the development, maintenance, and operation of the statewide aviation system by providing financial and technical assistance to local communities for airport development and improvement projects. TxDOT administers state and federal aviation funding programs and serves as the state’s agent for applying, receiving, and disbursing federal funds for general aviation, reliever, and non-primary commercial service airports.

In addition, the strategy supports the operation and maintenance of the agency’s aircraft fleet and administration of Unmanned Aerial System (UAS) programs. These activities enhance statewide mobility, support economic development, and ensure access to a safe and efficient air transportation system, particularly in rural and underserved areas. Expenditures under this strategy support the Texas Transportation Commission’s goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority ensures alignment of funding with multi-year capital project timelines, grant cycles, and evolving program priorities.

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

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
Development of the statewide aviation system is influenced by technological advancements in aircraft and navigation systems, as well as increasing demand for general aviation services. External factors include federal funding availability and allocation priorities, which have increasingly emphasized commercial service airports and reduced the share of funding available for general aviation facilities. Additionally, many smaller airports are not eligible for certain federal funding programs, limiting available resources for system development. Economic conditions, infrastructure needs, and local community capacity also affect project implementation and long-term system sustainability.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$304,426	$335,713	$432,726	$414,052	$414,052
1002	OTHER PERSONNEL COSTS	$5,595	$5,747	$5,928	$6,145	$6,359
2001	PROFESSIONAL FEES AND SERVICES	$807,022	$6,201	$0	$0	$0
2004	UTILITIES	$0	$621	$0	$0	$0
2005	TRAVEL	$42,508	$45,265	$47,895	$49,902	$52,125
2009	OTHER OPERATING EXPENSES	$267,700	$473,164	$268,054	$375,808	$402,711
5000	CAPITAL EXPENDITURES	$0	$455,072	$1,321,098	$700,000	$700,000
TOTAL,	**OBJECT OF EXPENSE**	**$1,427,251**	**$1,321,783**	**$2,075,701**	**$1,545,907**	**$1,575,247**
Method of Financing:						
6 State Highway Fund		$1,427,251	$1,321,783	$2,075,701	$1,545,907	$1,575,247
SUBTOTAL, MOF (OTHER FUNDS)		**$1,427,251**	**$1,321,783**	**$2,075,701**	**$1,545,907**	**$1,575,247**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$1,545,907**	**$1,575,247**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$1,427,251**	**$1,321,783**	**$2,075,701**	**$1,545,907**	**$1,575,247**
FULL TIME EQUIVALENT POSITIONS		**2.00**	**1.58**	**2.00**	**2.00**	**2.00**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the state’s role as the nonfederal sponsor of the Gulf Intracoastal Waterway (GIWW), ensuring safe and efficient shallow-draft navigation along the Texas coast from the Sabine River to the Brownsville Ship Channel. TxDOT coordinates dredged material placement, acquires property as necessary, and participates in projects that promote the beneficial use of dredged materials to support coastal and environmental sustainability.

The strategy also includes research, planning, and coordination activities associated with maintaining and improving the waterway, as well as fulfilling statutory reporting requirements and providing technical support for related state programs. These efforts support marine transportation, economic development, and environmental stewardship. Expenditures under this strategy support the Texas Transportation Commission’s goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority ensures alignment of funding with multi-year project timelines, environmental permitting requirements, and coordination with federal and local partners.

(Transportation Code, Chapter 51)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Implementation of this strategy is influenced by federal and state legislative actions, environmental regulations, and coordination with federal agencies such as the U.S. Army Corps of Engineers. External factors include litigation related to dredged material disposal and land acquisition, environmental compliance requirements in sensitive coastal areas, and fluctuations in real estate and construction costs. Internal factors include the efficiency of property acquisition and project coordination processes. These factors collectively affect project costs, timelines, and the state’s ability to support continued operation and improvement of the Gulf Intracoastal Waterway.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$2,739,543	$2,946,836	$3,128,434	$3,206,556	$3,206,556
1002	OTHER PERSONNEL COSTS	$80,655	$80,909	$81,193	$89,620	$89,620
2001	PROFESSIONAL FEES AND SERVICES	$15,848	$16,077	$16,399	$16,375	$16,375
2003	CONSUMABLE SUPPLIES	$1,431	$1,411	$1,423	$1,425	$1,425
2005	TRAVEL	$144,022	$168,996	$183,049	$182,500	$183,500
2006	RENT - BUILDING	$35,843	$8,451	$8,451	$8,451	$8,451
2009	OTHER OPERATING EXPENSES	$1,984,292	$3,257,761	$3,118,936	$2,798,123	$2,976,778
TOTAL,	**OBJECT OF EXPENSE**	**$5,001,634**	**$6,480,441**	**$6,537,885**	**$6,303,050**	**$6,482,705**
Method of Financing:						
8082 Federal Reimbursements						
20.528.000 Rail Fixed Guideway State Safety Oversight Formula Grant Prog		$2,112,199	$2,775,066	$2,832,510	$2,775,066	$2,832,510
CFDA Subtotal, Fund	8082	**$2,112,199**	**$2,775,066**	**$2,832,510**	**$2,775,066**	**$2,832,510**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$2,112,199**	**$2,775,066**	**$2,832,510**	**$2,775,066**	**$2,832,510**
Method of Financing:						
6 State Highway Fund		$2,889,435	$3,705,375	$3,705,375	$3,527,984	$3,650,195
SUBTOTAL, MOF (OTHER FUNDS)		**$2,889,435**	**$3,705,375**	**$3,705,375**	**$3,527,984**	**$3,650,195**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$6,303,050**	**$6,482,705**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$5,001,634**	**$6,480,441**	**$6,537,885**	**$6,303,050**	**$6,482,705**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
FULL TIME EQUIVALENT POSITIONS		**27.20**	**29.04**	**27.00**	**27.00**	**27.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports the planning, development, and management of the state's rail transportation system to ensure its preservation, expansion, and integration within a multimodal network. Activities include coordination with Metropolitan Planning Organizations (MPOs) and other political subdivisions, as well as conducting studies related to rail routes and locations, environmental impacts, freight movement, passenger ridership, and revenue potential for rail projects and facilities.

The strategy also includes rail system inventory and analysis, freight and passenger volume monitoring, mapping and coding functions, and support for design, inspection, and materials testing associated with rail infrastructure. These activities enhance system capacity, improve mobility options, and support efficient freight and passenger movement, strengthening the overall transportation network. Expenditures under this strategy support the Texas Transportation Commission's goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees.

(Transportation Code, Chapter 91)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Rail system performance is influenced by external factors including infrastructure age, usage levels, train weights, weather conditions, and private-sector investment in rail operations and maintenance. Demand for freight and passenger rail services, as well as coordination with private rail operators, directly affects system capacity and reliability. Insufficient investment may lead to system deterioration and reduced capacity, potentially shifting freight and passenger movements to the highway system and increasing congestion, maintenance costs, and safety risks. Internal factors include coordination with planning partners and the effectiveness of project development and system monitoring activities to support long-term rail system performance.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$3,197,493	$3,398,883	$3,500,000	$3,500,000	$3,500,000
TOTAL,	**OBJECT OF EXPENSE**	**$3,197,493**	**$3,398,883**	**$3,500,000**	**$3,500,000**	**$3,500,000**
Method of Financing:						
8082 Federal Reimbursements						
20.205.000 Highway Planning and Construction		$3,197,493	$3,198,883	$3,300,000	$3,300,000	$3,300,000
CFDA Subtotal, Fund 8082		**$3,197,493**	**$3,198,883**	**$3,300,000**	**$3,300,000**	**$3,300,000**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$3,197,493**	**$3,198,883**	**$3,300,000**	**$3,300,000**	**$3,300,000**
Method of Financing:						
6 State Highway Fund		$0	$200,000	$200,000	$200,000	$200,000
SUBTOTAL, MOF (OTHER FUNDS)		**$0**	**$200,000**	**$200,000**	**$200,000**	**$200,000**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$3,500,000**	**$3,500,000**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$3,197,493**	**$3,398,883**	**$3,500,000**	**$3,500,000**	**$3,500,000**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy supports the delivery of rail planning, design, and project development activities through external professional services contracts to advance the preservation and expansion of the state's rail transportation system. Contracted services include preliminary design; construction and environmental engineering; architectural services; and surveying and mapping necessary to support rail project development.

The strategy also includes studies related to rail routes and locations, environmental impacts, freight rail traffic, passenger rail ridership, and revenue potential for rail projects and facilities. Utilization of contracted services enables TxDOT to supplement internal resources, access specialized expertise, and maintain project development schedules. These efforts support a coordinated, multimodal transportation system and enhance system capacity and performance. Expenditures under this strategy support the Texas Transportation Commission's goals to Deliver the Right Projects, Focus on the Customer, Foster Stewardship, Optimize System Performance, Preserve Assets, Promote Safety, and Value Employees. The strategy maintains appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year. Continuation of this authority ensures alignment of funding with multi-year contracts, project development schedules, and evolving cost estimates.

(Transportation Code, Chapter 91)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Implementation of this strategy is influenced by the availability of qualified consulting resources, coordination with private rail operators, and compliance with state and federal regulatory requirements. External factors include rail system condition, demand for freight and passenger movement, environmental requirements, and funding availability. Market conditions and competing project demands may affect procurement timelines and costs. Internal factors include contract management, project prioritization, and coordination with planning partners to ensure efficient delivery of rail development activities and alignment with broader system goals.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$291,195	$225,628	$0	$0	$0
3001	CLIENT SERVICES	$2,795,525	$0	$0	$0	$0
4000	GRANTS	$0	$10,000,000	$0	$10,000,000	$0
5000	CAPITAL EXPENDITURES	$15,664,073	$266,608,473	$0	$0	$0
TOTAL,	**OBJECT OF EXPENSE**	**$18,750,793**	**$276,834,101**	**$0**	**$10,000,000**	**$0**
Method of Financing:						
1 General Revenue		$0	$260,000,000	$0	$10,000,000	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$0**	**$260,000,000**	**$0**	**$10,000,000**	**$0**
Method of Financing:						
325 Coronavirus Relief Fund						
21.027.119 Coronavirus State And Local Fiscal Recovery Funds		$15,500,000	$0	$0	$0	$0
CFDA Subtotal, Fund 325		**$15,500,000**	**$0**	**$0**	**$0**	**$0**
Method of Financing:						
8082 Federal Reimbursements						
20.205.000 Highway Planning and Construction		$665,899	$16,834,101	$0	$0	$0
CFDA Subtotal, Fund 8082		**$665,899**	**$16,834,101**	**$0**	**$0**	**$0**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$16,165,899**	**$16,834,101**	**$0**	**$0**	**$0**

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Method of Financing:						
6	State Highway Fund	$2,584,894	$0	$0	$0	$0
SUBTOTAL, MOF (OTHER FUNDS)		**$2,584,894**	**$0**	**$0**	**$0**	**$0**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$10,000,000**	**$0**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$18,750,793**	**$276,834,101**	**$0**	**$10,000,000**	**$0**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy provides funding for rail construction projects, including rail lines, bridges, and related infrastructure on both state-owned and partner rail systems. TxDOT delivers these projects through contracts with private-sector firms, with expenditures reflecting actual construction progress. Payments are made incrementally as work is completed.

Investments under this strategy support the Texas Transportation Commission’s goals to deliver transportation projects efficiently, enhance system performance, promote safety, preserve infrastructure assets, and strengthen stewardship of public resources.

This strategy includes appropriation authority to carry forward unexpended balances (U.B.) from the first year of the biennium to the second year, and continuation of this authority is requested.

(Transportation Code, Chapter 91)

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
Efficient coordination between TxDOT, private railroad companies, and external partners is essential to deliver projects in a cost-effective and timely manner. Ongoing evaluation of communication practices supports improvements in project delivery and cost efficiency. Factors impacting this strategy include federal regulatory requirements, private railroad ownership and operations, right-of-way acquisition, utility coordination, environmental considerations, weather conditions, project development schedules, funding availability, and public involvement processes.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$1,285,500	$1,311,597	$1,380,449	$1,408,058	$1,408,058
1002	OTHER PERSONNEL COSTS	$71,759	$23,768	$24,000	$24,480	$25,214
2001	PROFESSIONAL FEES AND SERVICES	$1,025	$1,000	$1,015	$1,035	$1,056
2003	CONSUMABLE SUPPLIES	$2,135	$500	$550	$605	$673
2005	TRAVEL	$132,172	$135,874	$139,682	$143,593	$145,029
2009	OTHER OPERATING EXPENSES	$35,269	$238,520	$231,240	$253,619	$292,138
TOTAL,	**OBJECT OF EXPENSE**	**$1,527,860**	**$1,711,259**	**$1,776,936**	**$1,831,390**	**$1,872,168**
Method of Financing:						
6 State Highway Fund		$1,527,860	$1,711,259	$1,776,936	$1,831,390	$1,872,168
SUBTOTAL, MOF (OTHER FUNDS)		**$1,527,860**	**$1,711,259**	**$1,776,936**	**$1,831,390**	**$1,872,168**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$1,831,390**	**$1,872,168**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$1,527,860**	**$1,711,259**	**$1,776,936**	**$1,831,390**	**$1,872,168**
FULL TIME EQUIVALENT POSITIONS		**14.97**	**14.01**	**14.00**	**14.00**	**14.00**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports Texas' participation in the national rail safety program through a partnership with the Federal Railroad Administration (FRA). TxDOT provides personnel to conduct inspections, accident investigations, and safety assessments to ensure compliance with federal and state railroad regulations. These efforts enhance the safety and reliability of rail operations for freight and passenger movement across the state.

Expenditures under this strategy support the Texas Transportation Commission's goals to promote safety, optimize system performance, preserve infrastructure assets, and ensure effective stewardship of the transportation system.

(Transportation Code, Chapter 111)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

Pursuant to TAC Title 43, Part 1, Chapter 7, Subchapter D, railroads operating in Texas fund 100 percent of the state rail inspection program through an annual Rail Safety Program fee. Factors affecting this strategy include the age and condition of rail infrastructure, increased system utilization, heavier train loads, maintenance investment levels, and weather conditions. Adequate resources support system preservation, reduce long-term rehabilitation needs, and improve capacity for freight and passenger movement, while insufficient resources accelerate deterioration, increase the likelihood of traffic diversion to the highway system, and elevate congestion, maintenance costs, and potential safety risks.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$64,036,447	$66,793,164	$69,749,622	$72,079,875	$72,079,875
1002	OTHER PERSONNEL COSTS	$2,186,880	$1,989,913	$1,792,946	$1,595,980	$1,595,980
2001	PROFESSIONAL FEES AND SERVICES	$12,634,072	$18,605,225	$17,805,607	$19,990,501	$18,860,030
2003	CONSUMABLE SUPPLIES	$11,705	$13,296	$13,784	$14,348	$14,895
2004	UTILITIES	$4,956	$5,151	$5,311	$5,490	$5,689
2005	TRAVEL	$1,335,659	$1,453,123	$1,502,491	$1,549,674	$1,597,279
2006	RENT - BUILDING	$443,712	$170,586	$176,253	$182,479	$189,476
2007	RENT - MACHINE AND OTHER	$940	$974	$1,009	$1,044	$1,081
2008	DEBT SERVICE	$21,114,206	$21,192,120	$21,242,624	$21,264,268	$21,266,722
2009	OTHER OPERATING EXPENSES	$10,482,086	$23,584,706	$7,408,465	$9,307,973	$8,738,976
TOTAL,	**OBJECT OF EXPENSE**	**$112,250,663**	**$133,808,258**	**$119,698,112**	**$125,991,632**	**$124,350,003**
Method of Financing:						
0001 General Revenue		$0	$5,186,493	$186,493	$5,000,000	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$0**	**$5,186,493**	**$186,493**	**$5,000,000**	**$0**
Method of Financing:						
8082 Federal Reimbursements						
20.258.000 State, Planning and Research		$2,077,785	$3,231,080	$0	$0	$0
CFDA Subtotal, Fund 8082		**$2,077,785**	**$3,231,080**	**$0**	**$0**	**$0**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$2,077,785**	**$3,231,080**	**$0**	**$0**	**$0**
Method of Financing:						
6 State Highway Fund		$108,550,746	$125,390,685	$119,511,619	$120,991,632	$124,350,003
781 Bond Proceeds - Revenue Bonds		$1,622,132	$0	$0	$0	$0

601 Department of Transportation

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

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
SUBTOTAL, MOF (OTHER FUNDS)	**$110,172,878**	**$125,390,685**	**$119,511,619**	**$120,991,632**	**$124,350,003**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$125,991,632**	**$124,350,003**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$112,250,663**	**$133,808,258**	**$119,698,112**	**$125,991,632**	**$124,350,003**
FULL TIME EQUIVALENT POSITIONS	**709.33**	**687.94**	**715.00**	**715.00**	**715.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy includes expenditures supporting the Transportation Commission; TxDOT administration and staff; financial management; planning and policy development; government and public affairs; human resources; and the Office of General Counsel. It also encompasses agency-wide administrative and support functions necessary to ensure effective governance, fiscal stewardship, and operational oversight.

Indirect administrative and support costs and associated FTEs are allocated proportionately across all strategies based on relative staffing levels.

This allocation methodology was selected because agency employees are the primary beneficiaries of the products and services funded through indirect administrative and support strategies, which provide essential coordination and oversight, and these expenditures support the Texas Transportation Commission’s goals by ensuring the leadership, resources, and governance necessary to deliver the right projects, focus on the customer, foster stewardship, optimize system performance, preserve assets, promote safety, and value employees.

(Transportation Code, Chapter 201)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
This strategy provides legal, financial, human resources, public affairs, and information technology support to districts and divisions, enabling efficient program delivery through coordinated services and consistent customer support.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$18,091,783	$19,670,976	$20,429,638	$20,689,309	$20,689,309
1002	OTHER PERSONNEL COSTS	$560,480	$540,258	$513,623	$454,520	$454,520
2001	PROFESSIONAL FEES AND SERVICES	$184,881,764	$223,879,754	$175,440,149	$176,796,739	$178,690,039
2003	CONSUMABLE SUPPLIES	$22,145	$25,645	$28,054	$30,259	$31,569
2004	UTILITIES	$3,208,079	$3,709,547	$3,002,554	$3,245,415	$3,325,425
2005	TRAVEL	$48,380	$56,043	$51,546	$51,346	$52,365
2006	RENT - BUILDING	$33,000	$0	$0	$0	$0
2009	OTHER OPERATING EXPENSES	$60,039,548	$95,639,443	$96,050,339	$100,138,288	$101,980,211
5000	CAPITAL EXPENDITURES	$7,446,507	$7,941,748	$8,101,152	$8,256,980	$8,582,698
TOTAL,	**OBJECT OF EXPENSE**	**$274,331,686**	**$351,463,414**	**$303,617,055**	**$309,662,856**	**$313,806,136**
Method of Financing:						
8082 Federal Reimbursements						
20.205.000 Highway Planning and Construction		$10,431,807	$2,674,905	$0	$0	$0
20.258.000 State, Planning and Research		$810,916	$0	$0	$0	$0
CFDA Subtotal, Fund 8082		**$11,242,723**	**$2,674,905**	**$0**	**$0**	**$0**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$11,242,723**	**$2,674,905**	**$0**	**$0**	**$0**
Method of Financing:						
6 State Highway Fund		$263,088,963	$348,788,509	$303,617,055	$309,662,856	$313,806,136
SUBTOTAL, MOF (OTHER FUNDS)		**$263,088,963**	**$348,788,509**	**$303,617,055**	**$309,662,856**	**$313,806,136**

601 Department of Transportation

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

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)				**$309,662,856**	**$313,806,136**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$274,331,686**	**$351,463,414**	**$303,617,055**	**$309,662,856**	**$313,806,136**
FULL TIME EQUIVALENT POSITIONS	**157.10**	**158.83**	**168.00**	**168.00**	**168.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy provides information technology support for TxDOT administrative and business functions, including management and operation of computing, software, network, and telecommunications resources, as well as the planning, implementation, and maintenance of information systems.

(Transportation Code, Chapter 201)

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:

TxDOT IT focuses on maintaining a secure, reliable, and modern technology environment by standardizing and upgrading infrastructure and applications, leveraging commercial and software-as-a-service solutions where appropriate, and aligning processes with industry best practices. The agency also prioritizes workforce development and strategic partnerships with service providers to improve efficiency, reduce risk, and support cost-effective delivery of technology services that enable day-to-day operations.

601 Department of Transportation

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

CODE	DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$31,359,026	$32,231,712	$33,512,420	$35,549,874	$35,549,874
1002	OTHER PERSONNEL COSTS	$1,383,901	$1,358,213	$1,299,006	$1,235,420	$1,235,420
2001	PROFESSIONAL FEES AND SERVICES	$261,670	$273,519	$279,529	$299,124	$307,886
2002	FUELS AND LUBRICANTS	$16,406	$18,123	$19,184	$19,677	$20,854
2003	CONSUMABLE SUPPLIES	$1,107,852	$1,233,220	$1,276,580	$1,325,546	$1,344,391
2004	UTILITIES	$167,826	$189,369	$199,156	$203,715	$209,684
2005	TRAVEL	$597,562	$642,738	$651,981	$694,288	$715,633
2006	RENT - BUILDING	$292,504	$310,643	$322,750	$339,610	$354,639
2007	RENT - MACHINE AND OTHER	$585,031	$619,638	$634,897	$675,011	$694,834
2009	OTHER OPERATING EXPENSES	$15,155,063	$20,169,552	$20,534,208	$20,735,268	$22,357,072
5000	CAPITAL EXPENDITURES	$264,586	$289,457	$298,500	$312,555	$331,715
TOTAL,	**OBJECT OF EXPENSE**	**$51,191,427**	**$57,336,184**	**$59,028,211**	**$61,390,088**	**$63,122,002**
Method of Financing:						
0001 General Revenue		$0	$35,673	$35,673	$0	$0
SUBTOTAL, MOF (GENERAL REVENUE FUNDS)		**$0**	**$35,673**	**$35,673**	**$0**	**$0**
Method of Financing:						
6 State Highway Fund		$51,176,062	$57,297,329	$58,992,538	$61,390,088	$63,122,002
666 Appropriated Receipts		$15,365	$3,182	$0	$0	$0
SUBTOTAL, MOF (OTHER FUNDS)		**$51,191,427**	**$57,300,511**	**$58,992,538**	**$61,390,088**	**$63,122,002**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$61,390,088**	**$63,122,002**

601 Department of Transportation

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

CODE DESCRIPTION	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)	**$51,191,427**	**$57,336,184**	**$59,028,211**	**$61,390,088**	**$63,122,002**
FULL TIME EQUIVALENT POSITIONS	**388.06**	**390.69**	**393.00**	**393.00**	**393.00**

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy provides operational support services to districts and divisions, including mail operations, vehicle maintenance, purchasing, contract administration, warehousing, property and records management, printing, and document services.

Advancements in technology and evolving business practices improve efficiency and streamline support functions, enhancing service delivery while helping reduce costs and support consistent statewide operations.

(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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2008	DEBT SERVICE	$268,392,340	$268,300,000	$258,000,000	$253,255,113	$249,895,492
TOTAL,	**OBJECT OF EXPENSE**	**$268,392,340**	**$268,300,000**	**$258,000,000**	**$253,255,113**	**$249,895,492**
Method of Financing:						
555 Federal Funds						
21.000.002 Debt Service Subsidy BAB		$9,735,941	$9,864,894	$9,375,924	$8,327,857	$7,798,779
CFDA Subtotal, Fund 555		**$9,735,941**	**$9,864,894**	**$9,375,924**	**$8,327,857**	**$7,798,779**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$9,735,941**	**$9,864,894**	**$9,375,924**	**$8,327,857**	**$7,798,779**
Method of Financing:						
8145 State Hwy Fund No. 6 - Prop 7, 2015		$258,656,399	$258,435,106	$248,624,076	$244,927,256	$242,096,713
SUBTOTAL, MOF (OTHER FUNDS)		**$258,656,399**	**$258,435,106**	**$248,624,076**	**$244,927,256**	**$242,096,713**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$253,255,113**	**$249,895,492**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$268,392,340**	**$268,300,000**	**$258,000,000**	**$253,255,113**	**$249,895,492**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

STRATEGY DESCRIPTION AND JUSTIFICATION:
This strategy provides for the payment of debt service on State of Texas Highway Improvement General Obligation (HIGO) Bonds, also known as Proposition 12 bonds. Authorized by Texas voters in 2007 through Article III, Section 49-p of the Texas Constitution and implemented under Section 222.004 of the Texas Transportation Code, these bonds are backed by the full faith and credit of the State's general revenue. They carry a maximum maturity of 30 years and were authorized up to an aggregate amount of $5 billion. All authorized bonds have been issued, and proceeds have been fully expended on highway improvement projects statewide.

Debt service payments for HIGO bonds are funded through Proposition 7 revenues and the Build America Bond ("BAB") program. This strategy supports the Texas Transportation Commission's mission by ensuring the timely repayment of these obligations while advancing statewide transportation goals, including effective project delivery, optimized system performance, asset preservation, improved safety, responsible stewardship, enhanced customer focus, and a strong workforce.

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

EXTERNAL/INTERNAL FACTORS IMPACTING STRATEGY:
Debt service requirements are influenced by external factors such as interest rate fluctuations for any variable rate debt, market conditions, tax law changes, and changes to the State's credit rating, as well as internal factors including bond amortization structure and project delivery timelines that affect the rate at which bond proceeds are expended. An additional consideration is the continuation and level of federal subsidy payments associated with the Build America Bond (BAB) program for the Series 2010A HIGO bonds. Under federal sequestration provisions established by 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 annually since fiscal year 2013 and are expected to continue through fiscal year 2031. Reductions in these subsidy payments will require corresponding increases in Proposition 7 funds to meet debt service obligations.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2008	DEBT SERVICE	$416,433,259	$418,950,890	$422,000,000	$417,662,022	$411,979,834
TOTAL,	**OBJECT OF EXPENSE**	**$416,433,259**	**$418,950,890**	**$422,000,000**	**$417,662,022**	**$411,979,834**
Method of Financing:						
555 Federal Funds						
21.000.002 Debt Service Subsidy BAB		$23,109,583	$22,132,827	$21,820,908	$17,094,262	$11,739,028
CFDA Subtotal, Fund	555	**$23,109,583**	**$22,132,827**	**$21,820,908**	**$17,094,262**	**$11,739,028**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$23,109,583**	**$22,132,827**	**$21,820,908**	**$17,094,262**	**$11,739,028**
Method of Financing:						
8107 State Highway Fund - Debt Service		$393,323,676	$396,818,063	$400,179,092	$400,567,760	$400,240,806
SUBTOTAL, MOF (OTHER FUNDS)		**$393,323,676**	**$396,818,063**	**$400,179,092**	**$400,567,760**	**$400,240,806**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$417,662,022**	**$411,979,834**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$416,433,259**	**$418,950,890**	**$422,000,000**	**$417,662,022**	**$411,979,834**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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)

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2008	DEBT SERVICE	$408,990,610	$506,707,465	$385,835,631	$456,633,558	$463,477,557
TOTAL,	**OBJECT OF EXPENSE**	**$408,990,610**	**$506,707,465**	**$385,835,631**	**$456,633,558**	**$463,477,557**
Method of Financing:						
555 Federal Funds						
21.000.002 Debt Service Subsidy BAB		$23,093,000	$22,977,647	$22,829,907	$20,044,766	$19,836,098
CFDA Subtotal, Fund	555	**$23,093,000**	**$22,977,647**	**$22,829,907**	**$20,044,766**	**$19,836,098**
SUBTOTAL, MOF (FEDERAL FUNDS)		**$23,093,000**	**$22,977,647**	**$22,829,907**	**$20,044,766**	**$19,836,098**
Method of Financing:						
8108 Texas Mobility Fund - Debt Service		$385,897,610	$483,729,818	$363,005,724	$436,588,792	$443,641,459
SUBTOTAL, MOF (OTHER FUNDS)		**$385,897,610**	**$483,729,818**	**$363,005,724**	**$436,588,792**	**$443,641,459**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$456,633,558**	**$463,477,557**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$408,990,610**	**$506,707,465**	**$385,835,631**	**$456,633,558**	**$463,477,557**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$81,616	$348,138	$0	$2,400,000	$2,400,000
2008	DEBT SERVICE	$0	$1,339,255	$500,000	$1,000,000	$1,000,000
2009	OTHER OPERATING EXPENSES	$0	$112,607	$0	$0	$0
TOTAL,	**OBJECT OF EXPENSE**	**$81,616**	**$1,800,000**	**$500,000**	**$3,400,000**	**$3,400,000**
Method of Financing:						
8107 State Highway Fund - Debt Service		$81,616	$1,800,000	$500,000	$3,400,000	$3,400,000
SUBTOTAL, MOF (OTHER FUNDS)		**$81,616**	**$1,800,000**	**$500,000**	**$3,400,000**	**$3,400,000**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$3,400,000**	**$3,400,000**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$81,616**	**$1,800,000**	**$500,000**	**$3,400,000**	**$3,400,000**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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)

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
1001	SALARIES AND WAGES	$121,023	$258,557	$269,675	$282,619	$282,619
2001	PROFESSIONAL FEES AND SERVICES	$10,790	$29,169	$30,423	$31,884	$31,884
2003	CONSUMABLE SUPPLIES	$0	$10,723	$11,184	$11,721	$11,721
2004	UTILITIES	$25,901	$35,161	$36,673	$38,433	$38,433
2009	OTHER OPERATING EXPENSES	$1,411	$24,277	$25,321	$26,536	$26,536
5000	CAPITAL EXPENDITURES	$0	$4,142,113	$4,126,724	$4,108,807	$4,108,807
TOTAL,	**OBJECT OF EXPENSE**	**$159,125**	**$4,500,000**	**$4,500,000**	**$4,500,000**	**$4,500,000**
Method of Financing:						
8116 Highway Fund 6-Toll Revenue		$159,125	$4,500,000	$4,500,000	$4,500,000	$4,500,000
SUBTOTAL, MOF (OTHER FUNDS)		**$159,125**	**$4,500,000**	**$4,500,000**	**$4,500,000**	**$4,500,000**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$4,500,000**	**$4,500,000**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$159,125**	**$4,500,000**	**$4,500,000**	**$4,500,000**	**$4,500,000**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$672,619	$4,000,000	$4,000,000	$4,000,000	$4,000,000
TOTAL,	**OBJECT OF EXPENSE**	**$672,619**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**
Method of Financing:						
8116	Highway Fund 6-Toll Revenue	$672,619	$4,000,000	$4,000,000	$4,000,000	$4,000,000
SUBTOTAL, MOF (OTHER FUNDS)		**$672,619**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$4,000,000**	**$4,000,000**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$672,619**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**

STRATEGY DESCRIPTION AND JUSTIFICATION:

This strategy supports professional service work accomplished through the use of outside sector contracts by utilizing regional toll revenue and concession fees. It provides funding for preliminary project design, construction and environmental engineering, architectural design, and surveying and mapping. Also incorporated in this strategy are route and location studies, environmental impact studies, traffic and revenue studies, speed zone studies and feasibility studies. The expenditures in this strategy support the following goals of the Texas Transportation Commission: 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)

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$142,250	$0	$0	$0	$0
2009	OTHER OPERATING EXPENSES	$26,238	$0	$0	$0	$0
5000	CAPITAL EXPENDITURES	$1,354,551	$12,500,000	$12,500,000	$12,500,000	$12,500,000
TOTAL,	**OBJECT OF EXPENSE**	**$1,523,039**	**$12,500,000**	**$12,500,000**	**$12,500,000**	**$12,500,000**
Method of Financing:						
8116	Highway Fund 6-Toll Revenue	$1,523,039	$12,500,000	$12,500,000	$12,500,000	$12,500,000
SUBTOTAL, MOF (OTHER FUNDS)		**$1,523,039**	**$12,500,000**	**$12,500,000**	**$12,500,000**	**$12,500,000**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$12,500,000**	**$12,500,000**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$1,523,039**	**$12,500,000**	**$12,500,000**	**$12,500,000**	**$12,500,000**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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.

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Object of Expense:						
2001	PROFESSIONAL FEES AND SERVICES	$574,088	$688,746	$0	$0	$0
2009	OTHER OPERATING EXPENSES	$16,675,193	$377,803,504	$11,500,000	$13,000,000	$13,000,000
3001	CLIENT SERVICES	$0	$1,919,612	$0	$0	$0
5000	CAPITAL EXPENDITURES	$63,665,185	$19,588,138	$138,500,000	$400,000,000	$138,500,000
TOTAL,	**OBJECT OF EXPENSE**	**$80,914,466**	**$400,000,000**	**$150,000,000**	**$413,000,000**	**$151,500,000**
Method of Financing:						
8116 Highway Fund 6-Toll Revenue		$80,914,466	$400,000,000	$150,000,000	$413,000,000	$151,500,000
SUBTOTAL, MOF (OTHER FUNDS)		**$80,914,466**	**$400,000,000**	**$150,000,000**	**$413,000,000**	**$151,500,000**
TOTAL, METHOD OF FINANCE (INCLUDING RIDERS)					**$413,000,000**	**$151,500,000**
TOTAL, METHOD OF FINANCE (EXCLUDING RIDERS)		**$80,914,466**	**$400,000,000**	**$150,000,000**	**$413,000,000**	**$151,500,000**

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 2025	Est 2026	Bud 2027	Req 2028	Req 2029

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.

Agency code: **601** Agency name: **Department of Transportation**

Category Name	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Acquisition of Capital Equipment and Items					
Acquisition of Capital Equipment and Items	148,696,621	250,652,138	16,753,000	267,000,000	0
Radio Tower, Equipment (Statewide)	0	0	0	2,500,000	0
TOTAL, PROJECT	**$148,696,621**	**$250,652,138**	**$16,753,000**	**$269,500,000**	**$0**
Acquisition of Information Resource Technologies					
Enterprise Information Management	7,258,753	18,949,289	10,459,335	8,725,000	8,725,000
Information and Systems Modernization	26,038,717	42,636,088	21,652,761	23,905,000	23,905,000
PC Replacement	5,148,486	6,516,217	6,516,217	8,600,000	8,600,000
Technology Replacements and Upgrades	34,935,417	53,756,417	42,320,963	41,550,000	41,550,000
TOTAL, PROJECT	**$73,381,373**	**$121,858,011**	**$80,949,276**	**$82,780,000**	**$82,780,000**
Acquisition of Land and Other Real Property					
Dredge Disposal Sites	602,583	591,115	1,329,983	700,000	700,000
Land for Construction of Buildings	10,249,658	20,000,000	0	20,000,000	0
TOTAL, PROJECT	**$10,852,241**	**$20,591,115**	**$1,329,983**	**$20,700,000**	**$700,000**
Centralized Accounting and Payroll/Personnel System (CAPPS)					
CAPPS Upgrades and Improvements	2,450,900	11,187,847	7,000,893	4,700,000	4,700,000
Centralized Accounting & Payroll/Personnel System (CAPPS)	6,021,870	8,254,824	8,001,020	8,750,000	8,750,000
TOTAL, PROJECT	**$8,472,770**	**$19,442,671**	**$15,001,913**	**$13,450,000**	**$13,450,000**

Agency code: **601** Agency name: **Department of Transportation**

Category Name	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
Construction of Buildings and Facilities					
Facilities Master Plan Projects	114,774,292	224,000,000	0	224,000,000	0
Flight Services - New Hangar and Ramp Rehabilitation	661	26,047,780	0	0	0
Radio Tower Replacements, Statewide	6,000,000	7,000,000	0	1,500,000	1,500,000
TOTAL, PROJECT	**$120,774,953**	**$257,047,780**	**$0**	**$225,500,000**	**$1,500,000**
Cybersecurity					
Cybersecurity Initiative Projects	20,987,946	23,189,466	15,767,574	4,100,000	4,100,000
TOTAL, PROJECT	**$20,987,946**	**$23,189,466**	**$15,767,574**	**$4,100,000**	**$4,100,000**
Data Center/Shared Technology Services					
Data Center Consolidation	63,800,507	68,964,538	71,559,459	85,066,739	85,066,739
TOTAL, PROJECT	**$63,800,507**	**$68,964,538**	**$71,559,459**	**$85,066,739**	**$85,066,739**
Legacy Modernization					
Legacy Modernization	5,529,204	13,164,154	7,851,001	10,025,000	10,025,000
TOTAL, PROJECT	**$5,529,204**	**$13,164,154**	**$7,851,001**	**$10,025,000**	**$10,025,000**
Repair or Rehabilitation of Buildings and Facilities					
Deferred Maintenance	19,959,141	42,000,000	0	0	0
Maintenance and Renewal Program - Renewal Construction	0	0	0	48,500,000	0
Radio Tower, Maintenance (Statewide)	0	0	0	1,000,000	0

Agency code: **601** Agency name: **Department of Transportation**

Category Name	Exp 2025	Est 2026	Bud 2027	Req 2028	Req 2029
TOTAL, PROJECT	**$19,959,141**	**$42,000,000**	**$0**	**$49,500,000**	**$0**
Transportation Items					
HB 500, Section 11.16 Motor Vehicle Purchases (89th Legislature, Regular Session, 2025)	0	38,337,116	0	0	0
SB 30, Section 9.02(a)(22) Motor Vehicle Purchase (88th Legislature, Regular Session, 2023)	10,846,505	0	0	0	0
Transportation Items	0	0	0	40,000,000	0
TOTAL, PROJECT	**$10,846,505**	**$38,337,116**	**$0**	**$40,000,000**	**$0**
TOTAL, ALL PROJECTS	**$483,301,261**	**$855,246,989**	**$209,212,206**	**$800,621,739**	**$197,621,739**

3.B. Rider Revisions and Additions Request

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
1	VII-15	**1. Performance Measure Targets.** The following is a listing of the key performance target levels for the Department of Transportation. It is the intent of the Legislature that appropriations made by this Act be utilized in the most efficient and effective manner possible to achieve the intended mission of the Department of Transportation. In order to achieve the objectives and service standards established by this Act, the Department of Transportation shall make every effort to attain the following designated key performance target levels associated with each item of appropriation.

	~~2026~~2028	~~2027~~2029
A. Goal: PROJECT DEVELOPMENT & DELIVERY		
Outcome (Results/Impact):		
Percent of Design Projects Delivered on Time	90%	90%
Percent of Construction Projects Completed on Budget	85%	85%
Percent of Two-lane Highways 26 Feet or Wider in Paved Width	~~58.1%~~ 58.57%	~~58.3%~~ 58.75%
Percent of Construction Projects Completed on Time	70%	70%
A.1.1. Strategy: PLAN/DESIGN/MANAGE		
Output (Volume):		
Number of Construction Plans Processed for Statewide Construction Letting	~~790~~ 635	~~790~~ 595
Dollar Volume of Construction Contracts Awarded (Millions)	6,500	6,500
Number of Construction Contracts Awarded	~~765~~ 620	~~765~~ 580
B. Goal: ROUTINE SYSTEM MAINTENANCE		
Outcome (Results/Impact):		
Bridge Inventory Condition Score	~~89.02~~ 89.5	~~89.04~~ 89.5

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language		
		Percent of Highway Pavements in Good or Better Condition	90%	90%
		B.1.1. Strategy: CONTRACTED ROUTINE MAINTENANCE		
		Output (Volume):		
		Number of Lane Miles Contracted for Resurfacing	19,000	19,000
		Number of Highway Lane Miles Resurfaced by State Forces	6,500	6,500
		C. Goal: OPTIMIZE SERVICES AND SYSTEMS		
		Outcome (Results/Impact):		
		~~Percent Change in the Number of Small Urban and Rural Transit Trips~~	~~1%~~	~~1%~~
		Number of Fatalities Per 100,000,000 Miles Traveled	~~0.87~~ 1.04	~~0.86~~ 1.011
		Percent of General Aviation Airport Runways in Good or Excellent Condition	60%	60%
		C.1.1. Strategy: PUBLIC TRANSPORTATION		
		Output (Volume):		
		Number of Small Urban and Rural Transit Trips	9,182,044	9,273,864
		C.5.1. Strategy: AVIATION SERVICES		
		Output (Volume):		
		Number of Grants Approved for Airports Selected for Financial Assistance	70	70

Agency Code: 601	Agency Name: Texas Department of Transportation	Prepared By: Carol Williams	Date: 7/1/2026	Request Level:

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		D. Goal: ENHANCE RAIL TRANSPORTATION **D.1.4. Strategy:** RAIL SAFETY **Output (Volume):** Number of Federal Railroad Administration (FRA) Units Inspected ~~130,000~~ 135,000 ~~130,000~~ 140,000 *This rider is revised to update target amounts and percentages.*
2	VII-16	**2. Capital Budget.** 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. 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 calendar 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 ~~2026~~ 2028 that are not lapsed and are appropriated in fiscal year ~~2027~~ 2029 pursuant to Article IX, Section 14.03, of this Act. ~~2026~~2028 ~~2027~~2029 a. Acquisition of Land and Other Real Property

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language

(1) Dredge Disposal Sites	$ ~~600,000~~ 700,000	$ ~~600,000~~ 700,000
(2) Land for Construction of Buildings	20,000,000	0
Total, Acquisition of Land and Other Real Property	$ ~~20,600,000~~ 20,700,000	$ ~~600,000~~ 700,000
b. Construction of Buildings and Facilities		
(1) Facilities Master Plan Projects	$224,000,000	$ 0
<u>(2) Radio Towers Statewide (New Towers)</u>	<u>1,500,000</u>	<u>1,500,000</u>
<u>Total, Construction of Buildings and Facilities</u>	<u>$225,500,000</u>	<u>$ 1,500,000</u>
c. Repair or Rehabilitation of Buildings and Facilities		
~~(1) Deferred Maintenance~~	~~$ 42,000,000~~	~~$ 0~~
(1) <u>Maintenance and Renewal Program - Renewal Construction</u>	<u>$ 48,500,000</u>	<u>$ 0</u>
<u>(2) Radio Towers, Maintenance (Statewide)</u>	<u>1,000,000</u>	<u>0</u>
<u>Total, Repair or Rehabilitation of Buildings and Facilities</u>	<u>$ 49,500,000</u>	<u>$ 0</u>

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

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language

d. Acquisition of Information Resource Technologies

	$ ~~11,709,494~~	$ ~~10,459,335~~
(1) Enterprise Information Management	8,725,000	8,725,000
(2) Information and Systems Modernization	~~25,753,283~~ 23,905,000	~~21,652,761~~ 23,905,000
	~~6,516,217~~	~~6,516,217~~
(3) PC Replacement	8,600,000	8,600,000
(4) Technology Replacements and Upgrades	~~42,520,988~~ 41,550,000	~~42,320,963~~ 41,550,000
Total, Acquisition of Information Resource Technologies	$ ~~86,499,982~~ 82,780,000	$ ~~80,949,276~~ 82,780,000

e. Acquisition of Capital Equipment and Items

Items	$245,687,000	$16,753,000
(1) Acquisition of Capital Equipment and Items	266,500,000	0
(2) Radio Equipment	3,000,000	0
Total, Acquisition of Capital Equipment and Items	$269,500,000	$ 0

f. Data Center/Shared Technology Services

	$ ~~68,964,538~~	$ ~~71,559,459~~
(1) Data Center Consolidation	85,066,739	85,066,739

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language		
		g. Centralized Accounting and Payroll/Personnel System (CAPPS)		
		(1) Centralized Accounting & Payroll/Personnel System (CAPPS)	$ ~~7,500,956~~ 4,700,000	$ ~~8,001,020~~ 4,700,000
		(2) CAPPS Upgrades and Improvements	~~8,447,038~~ 8,750,000	~~7,000,893~~ 8,750,000
		Total, Centralized Accounting and Payroll/Personnel System (CAPPS)	$ ~~15,947,994~~ 13,450,000	$ ~~15,001,913~~ 13,450,000
		h. Cybersecurity		
		(1) Cybersecurity Initiative Projects	$ ~~20,268,148~~ 4,100,000	$ ~~15,767,574~~ 4,100,000
		i. Legacy Modernization		
		(1) ~~Mainframe~~ Legacy Systems Modernization	$ ~~11,201,428~~ 10,025,000	$ ~~7,851,001~~ 10,025,000
		Total, Capital Budget	$~~735,169,090~~ 800,621,739	$~~208,482,223~~ 197,621,739
		Method of Financing (Capital Budget):		
		State Highway Fund No. 006	$~~735,169,090~~ 800,621,739	$~~208,482,223~~ 197,621,739

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		Total, Method of Financing $~~735,169,090~~ 800,621,739 $~~208,482,223~~ 197,621,739 *This rider has been revised to update the biennial references and amounts.*
4	VII-18	**4. Magazine Appropriations.** The Department of Transportation is directed to set subscription rates and other charges for Texas Highways Magazine at a level that will generate receipts approximately sufficient to cover the costs incurred in the production and distribution of the magazine. In addition to funds appropriated above, the department is appropriated to Strategy C.3.1, Travel Information, any magazine revenues generated above $4,300,000 in fiscal year ~~2026~~2028 and $4,300,000 in fiscal year ~~2027~~2029. 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. *This rider has been revised to update the biennial references.*
8	VII-18	**8. Aviation Services Appropriations.** 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 and from the General Revenue Fund for airport development grants in the ~~2024-25~~2026-27 biennium in Strategy C.5.1, Aviation Services, remaining as of August 31, ~~2025~~2027, (estimated to be $0), are appropriated to Strategy C.5.1, Aviation Services, for the fiscal biennium beginning September 1, ~~2025~~2027, for the same purpose. *This rider has been revised to update the biennial references.*
13	VII-19	**13. Reporting Requirements.**

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		a. ~~Trade Transportation Activities. The Department of Transportation shall provide a report to the department's border district legislators and to the respective metropolitan planning organizations on the department's trade transportation activities in such border districts during the 2026-27~~2028-29 ~~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.~~ b. Cash Forecast. In addition to other information that might be requested by the Legislative Budget Board, the Department of Transportation shall submit to the Legislative Budget Board, in the format prescribed by the Legislative Budget Board, a monthly cash forecast report to the Legislative Budget Board and the Governor on state and federal funds received in State Highway Fund No. 006 as specified by the Legislative Budget Board. At any time, if the department becomes aware of any variances to estimated amounts appropriated above out of state and federal funds received in State Highway Fund No. 006, the department shall immediately notify the Legislative Budget Board and the Governor in writing specifying the affected funds and the reason for the anticipated change. The monthly cash forecast report shall include detailed explanations of the causes and effects of current and anticipated fluctuations in the cash balance. c. Project Status Report. The Department of Transportation shall provide to each member of the House and Senate, unless a member requests it not be provided, a status report on all highway construction projects, airport projects, 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 calendar 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 calendar 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. d. Toll Project, Rail Project, and Toll Project Entities.

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		The Department of Transportation shall provide, unless a member requests it not be provided, notification of: (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 calendar days after being identified and at least 2 business days prior to public release of the draft Unified Transportation Program; (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 calendar days after receipt of an application and of the Transportation Commission's consideration of an application no later than 10 calendar days prior to commission action; (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 (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 calendar days after receipt. e. Public Transportation Activities. 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 Transportation Code, Chapter 461, 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&M Transportation Institute, or any entity that the Department of Transportation deems appropriate, to maintain an inventory

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		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. f. Electronic Format. 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. g. Federal Funds Reporting Requirement. (1) The Department of Transportation shall provide to the Legislative Budget Board and the Governor: (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 ~~2026-27~~2028-29 biennium within 30 business days of the date upon which the Department of Transportation is notified of such increases or decreases; and (B) written notification outlining: i. the use and projected impacts of any additional federal funds available to the Department of Transportation above amounts estimated for the ~~2026-27~~2028-29 biennium; and/or ii. the Department of Transportation's plan for addressing any reductions in federal funds, including federally-mandated funding rescissions. (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.

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		(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. h. Toll Project Revenue and Funds Report. Using funds appropriated above, the Department of Transportation shall submit to the Legislative Budget Board, in the format prescribed by the Legislative Budget Board, an annual report of all state toll project revenues received and any other related funds that are deposited outside of the state treasury, including the purpose and use of such funds by the department. The report shall be submitted no later than November 1, in each year of the biennium. i. Appropriations from State Highway Fund No. 006. 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: (1) each construction project's enhancement of the state's economy, traffic safety, and connectivity; (2) a detailed account of the level of traffic congestion reduced by each proposed project, in districts that contain one of the 50 most congested roads; and (3) a district by district analysis of pavement score targets and how proposed maintenance spending will impact pavement scores in each district. j. Congested Road Segments. 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:

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		(1) the annual hours of travel delays and the economic value of the delays for each segment; (2) a congestion mitigation plan drafted in coordination with the local Metropolitan Planning Organization which shall include, when appropriate, alternatives to highway construction; and (3) at least a quarterly update of the current status in completing the mitigation plan for each road segment. k. Pass-through Tolling Agreements. The Department of Transportation shall submit an annual report to the Legislative Budget Board no later than November 1 of each fiscal year, in the format prescribed by the Legislative Budget Board, providing information on all existing pass-through tolling or pass-through financing agreements of the department. l. Project Tracker. 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. *This rider has been revised to update the biennial references. Subsection (a) is recommended for deletion to incorporate the information in the Texas Mexico Border Master Plan.*
17	VII-23	**17. Additional Funds.** 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, ~~State Highway Fund No. 006 - Concession Fees,~~ State Highway Fund No. 006 - Proposition 1, 2014, or State Highway Fund No. 006 - Proposition 7, 2015, 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 ~~2026-27~~2028-29 biennium, their proposed uses and projected impacts. The Department of Transportation's proposal for

Agency Code: 601	Agency Name: Texas Department of Transportation	Prepared By: Carol Williams	Date: 7/1/2026	Request Level:

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		the use of additional State Highway Funds shall be considered approved if not disapproved by the Legislative Budget Board or the Governor before: (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 (2) the 30th business day after receipt of the report by the Governor. 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. c. 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 Article IX, Section 8.02, of this Act. *This rider has been revised to update the biennial references and to request deletion of reference to Concession Fees as those are now consolidated in Toll Revenue.*
19	VII-24	**19. Appropriations Limited to Revenue Collections: Rail Safety.** 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

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		program are estimated to be $1,711,259 in fiscal year ~~2026~~ 2028 and $1,776,936 in fiscal year ~~2027~~ 2029 and "other direct and indirect costs" are estimated to be $491,157 for fiscal year 2026 and $495,828 for fiscal year ~~2027~~2029. 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. *This rider has been revised to update the biennial references and amounts.*
21	VII-24	**21. Colonia Projects.** In addition to amounts appropriated above, any unexpended balances in Strategy A.1.8, Construction Grants & Services, from General Obligation Bond Proceeds for colonia access roadway projects remaining as of August 31, ~~2025~~2027, (estimated to be $0), are appropriated to the Department of Transportation for the fiscal year beginning September 1, ~~2025~~2027, for the same purpose. Any unexpended balances of these funds remaining as of August 31, ~~2026~~2028, are appropriated to the Department of Transportation for the fiscal year beginning September 1, ~~2026~~2028, for the same purpose. *This rider has been revised to update the biennial references.*
23	VII-25	**23. Crash Records Information System.** Included in the amounts appropriated above in Strategy C.2.1, Traffic Safety, is $730,218 in fiscal year ~~2026~~2028 and $730,218 in fiscal year ~~2027~~2029 from GR Dedicated - Texas Department of Insurance Operating Fund Account No. 036 for ongoing maintenance of the Crash Records Information System. *This rider has been revised to update the biennial references.*
28	VII-25	**28. Unexpended Balances Appropriation: Acquisition of Information Resource Technologies, Centralized Accounting and Payroll/Personnel System (CAPPS), Cybersecurity, and Legacy Modernization.** Any unobligated and unexpended balances of funds remaining as of August 31, ~~2025~~2027, that were appropriated to the Department of Transportation for the ~~2024-25~~2026-27 biennium for capital budget items in the Acquisition of Information

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		Resource Technologies capital budget category (estimated to be $0), the Centralized Accounting and Payroll/Personnel System (CAPPS) capital budget category (estimated to be $0), the Cybersecurity capital budget project category (estimated to be $0), and the Legacy Modernization capital budget category (estimated to be $0) are appropriated for the fiscal biennium beginning September 1, ~~2025~~2027, for the same purpose. *This rider has been revised to update the biennial references.*
29	VII-25	**29. Unexpended Balances Appropriation: Construction Contracts and Construction Grants and Services.** Any unexpended balances remaining as of August 31, ~~2025~~2027, 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 ~~2024-25~~2026-27 biennium (estimated to be $0) are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, ~~2025~~2027, for the same purpose. *This rider has been revised to update the biennial references.*
32	VII-25	**32. Interagency Contract for Legal Services.** Out of funds appropriated above, $10,000,000 in each fiscal year of the ~~2026-27~~2028-29 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. *This rider has been revised to update the biennial references.*
33	VII-25	**33. Appropriation of Rail Receipts from Car Load Fees.** In addition to amounts appropriated above, all revenues collected from contractual car load fees paid to the Department of Transportation on the Texas Pacifico rail line (estimated to be ~~$3,000,000~~$2,300,000 in each fiscal year) and any unexpended balances of car load fee receipts from

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		prior fiscal years (estimated to be $0) are appropriated to the department in Strategy D.1.3, Rail Construction, for rail construction projects. *This rider has been revised to update estimated revenue collected amount.*
34	VII-26	**34. Proposition 1 Appropriations.** (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 ~~2026-27~~2028-29 biennium pursuant to Texas Constitution, Article III, Section 49-g(c-1), (estimated to be ~~$2,452,504,000~~$2,575,920,003 in fiscal year ~~2026~~2028 and ~~$2,644,554,000~~$2,232,364,757 in fiscal year ~~2027~~2029) 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, ~~2025~~2027, from State Highway Fund No. 006 - Proposition 1, 2014, appropriations made to the Department of Transportation for the ~~2024-25~~2026-27 biennium (estimated to be ~~$2,000,000,000~~$0 in fiscal year ~~2026~~2028 and ~~$900,000,000~~$0 in fiscal year ~~2027~~2029) are appropriated for the fiscal biennium beginning September 1, ~~2025~~2027, for the same purpose. *This rider has been revised to update the biennial references and amounts.*
35	VII-26	**35. Proposition 7 Appropriations.** a. Amounts appropriated above from State Highway Fund No. 006 - Proposition 7, 2015, reflect estimated revenue allocations to the State Highway Fund pursuant to Texas Constitution, Article VIII, Section 7-c (a) and (b) (estimated to be ~~$3,138,801,000~~$3,364,573,605 in fiscal year ~~2026~~2028 and ~~$3,189,167,000~~$3,495,302,285 in fiscal year ~~2027~~2029). The estimated amounts are allocated to the strategies above for the following purposes, in accordance with Texas Constitution, Article VIII, Section 7-c, subsection (c):

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		(1) ~~$2,884,665,894~~$3,119,646,349 in fiscal year ~~2026~~2028 and ~~$2,940,542,924~~$3,253,205,572 in fiscal year ~~2027~~2029 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 (2) ~~$254,135,106~~$244,927,256 in fiscal year ~~2026~~2028 and ~~$248,624,076~~$242,096,713 in fiscal year ~~2027~~2029 in Strategy F.1.1, General Obligation Bonds, for the repayment of principal and interest on general obligation bonds issued as authorized by Texas Constitution, Article III, Section 49-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, into 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. c. Any unexpended balances of funds remaining as of August 31, ~~2025~~2027, from State Highway Fund No. 006 - Proposition 7, 2015, appropriations made to the Department of Transportation for the ~~2024-25~~2026-27 biennium (estimated to be ~~$600,000,000~~$0 in fiscal year ~~2026~~2028 and ~~$500,000,000~~$0 in fiscal year ~~2027~~2029) are appropriated for the fiscal biennium beginning September 1, ~~2025~~2027, for the same purpose *This rider has been revised to update the biennial references and amounts.*
36	VII-26	**36. Port Access Improvements.** Out of amounts appropriated to the Department of Transportation by this Act, an amount not to exceed $40,000,000 in the ~~2026-27~~2028-29 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.

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		This rider has been revised to update biennial references.
38	VII-27	~~**38. Limitation on Expenditures for High-speed Rail.**~~ ~~a. 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.~~ ~~b. 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.~~ ~~c. 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.~~ *This rider has been recommended for deletion as it is duplicative. Transportation Code Section 199.003 requires this report.*

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
39	VII-27	**39. Unexpended Balances Appropriation: Construction of Buildings and Facilities, Repair or Rehabilitation of Buildings and Facilities, and Acquisition of Land and Other Real Property.** Any unobligated and unexpended balances of funds remaining as of August 31, ~~2025~~2027, that were appropriated to the Department of Transportation for the ~~2024-25~~2026-27 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, ~~2025~~2027, for the same purpose. *This rider has been revised to update biennial references.*
40	VII-27	**40. Austin Campus Consolidation.** Included in the amounts appropriated above out of the State Highway Fund in Strategy E.1.1, Central Administration, the amounts of ~~$21,192,120~~$21,264,268 in fiscal year ~~2026~~2028 and ~~$21,242,624~~$21,266,722 in fiscal year ~~2027~~2029 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. *This rider has been revised to update the biennial references and amounts.*
44	VII-28	~~**44. Southern Gateway Deck Park.** In addition to amounts appropriated above, any unobligated and unexpended balances of appropriations remaining as of August 31, 20252027, from Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project (estimated to be $0) are appropriated for the fiscal biennium beginning September 1, 20252027, for the same purpose if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the 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.~~ *This rider has been recommended for deletion. The full amount has been programmed, and the project is expected to be closed out by the end of 2026-27.*

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
45	VII-28	~~**45. Unexpended Balances Appropriation: Construction of Buildings and Facilities, Repair or Rehabilitation of Buildings and Facilities, and Acquisition of Land and Other Real Property.** 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 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, 2025, for the same purpose.~~ *This rider has been recommended for deletion. This rider is duplicative as UB authority is given in Rider 8.*
46	VII-28	~~**46. Improvements to Wharton County Weigh Station Site.** Out of amounts appropriated above to the Department of Transportation in Strategy A.1.4, Construction Contracts, the amount of $100,000 from the General Revenue Fund for the fiscal biennium beginning September 1, 2025, is to be used for the purpose of funding improvements to the Wharton County weigh station site.~~ *This rider has been recommended for deletion. This project will be done by the end of the biennium.*
47	VII-28	~~**47. Unexpended Balance Appropriation: Improvements to Pharr International Bridge.** In addition to amounts appropriated above in Strategy A.1.4, Construction Contracts, any unexpended and unobligated balances remaining as of August 31, 2025, from appropriations made to the Department of Transportation from the General Revenue Fund for the 2024-25 biennium for the purpose of funding improvements to the Pharr International Bridge located in Hidalgo County (estimated to be $0) are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, 2025, for the same purpose.~~ *This rider has been recommended for deletion. The $20M in GR for this project has been spent.*

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

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
48	VII-28	**48. Unexpended Balance Appropriation: Sergio Ivan Rodriguez Memorial Pedestrian Bridge Project.** In addition to~~Out of~~ amounts appropriated above to the Department of Transportation in Strategy A.1.4, Construction Contracts, any unexpended and unobligated balances remaining as of August 31, 2027 from appropriation made to the Department of Transportation ~~the amount of $10,000,000~~ in General Revenue Funds for the ~~2026-27~~2028-29 biennium is to be used for the purpose of funding the design and construction of the Sergio Ivan Rodriguez Memorial Pedestrian Bridge at the Union Pacific rail line located in the vicinity of Milby High School in Houston, Texas, to provide a safe crossing for students and other pedestrians (estimated to be $0) are appropriated to the Department of Transportation for fiscal biennium beginning September 1, 2027, for the same purpose. *This rider has been revised to request UB authority as the project is not expected to be completed by the end of 2026-27.*
49	VII-29	**49. Unexpended Balance Appropriation: Southern Gateway Deck Park.** In addition to ~~Out of~~ amounts appropriated above, any unobligated and unexpended balances of appropriations remaining as of August 31, 2025, from Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project (estimated to be $0) are appropriated for the fiscal biennium beginning September 1, 2025, for the same purpose ~~the Department of Transportation shall make available during the 2026-27 biennium $10,000,000 in Federal Funds administered by the Department of Transportation for the Southern Gateway Deck Park Project~~ if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the construction and buildout 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. *This rider has been revised to request UB authority as there is no activity to date for this project.*
50	VII-29	~~**50. Interstate 10 Deck Park Plaza Project.** Out of amounts appropriated above, the Department of Transportation shall make available during the 2026-27 biennium $10,000,000 in Federal Funds administered by the Department of Transportation for the purpose of funding the Interstate 10 Deck Park Plaza Project in El Paso if the project meets federal funding requirements. It is the intent of the legislature that funds appropriated above would cover the costs for~~

Agency Code: 601	Agency Name: Texas Department of Transportation	Prepared By: Carol Williams	Date: 7/1/2026	Request Level:

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		~~development of construction documents for the Interstate 10 Deck Park Plaza Project. Any project expenditures using Federal Funds shall be approved by the U.S. Department of Transportation, Federal Highway Administration.~~ *This rider has been recommended for deletion.*
52	VII-30	**52. ~~State Highway 71 Pedestrian Crossing.~~** ~~Amounts appropriated above in Strategy A.1.8, Construction Grants and Services, include $10,000,000 out of the General Revenue Fund for the purpose of funding the design and construction of a pedestrian crossing as part of the State Highway 71 facility to connect the City of Smithville, Texas, and the Vernon L. Richards Riverbend Park.~~ *This rider has been recommended for deletion as Strategy A.1.8 Construction Grants and Services already has authority to UB across the biennium.*
53	VII-30	**53. Southwestern Medical District Transformation Project.** Out of amounts appropriated above, the Department of Transportation shall make available during the 2026-27 biennium $20,000,000 in Federal Funds administered by the Department of Transportation to the ~~Texas Trees Foundation~~ City of Dallas for the Southwestern Medical District Transformation Project in the City of Dallas if the project meets federal funding requirements. It is the intent of the Legislature that funds appropriated above would cover the planning and construction of the Southwestern Medical District Transformation Project. Any project expenditures using Federal Funds shall be approved by the U.S. Department of Transportation, Federal Highway Administration. *This rider has been revised due to TxDOT being unable to give the nonprofit funding.*

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
54	VII-30	**54.** ~~**Space Industry Corridor.** Out of amounts appropriated above, the Department of Transportation shall allocate $131,000,000 in State Highway Fund No. 006 funding for the 2026-27 biennium for the purpose of constructing or maintaining the state highway infrastructure in coordination with the Texas Space Commission, as identified in the Texas Space Industry Highway Transportation Needs Assessment report and the department's 2026 Unified Transportation Program. In constructing or maintaining the state highway infrastructure, the department shall give consideration for the critical infrastructure needs using local government and private sector partnerships. Out of amounts appropriated above, the Department of Transportation is appropriated $5,000,000 in General Revenue Funds to Strategy E.1.1, Central Administration.~~ *This rider has been recommended for deletion.*
55	VII-30	**55. Unexpended Balance Appropriation: Railroad Grade Crossing Bridge Project at Little York Road and Hirsch Road.** In addition to ~~Out of~~ amounts appropriated above to the Department of Transportation in Strategy A.1.4, Construction Contracts, any unexpended and unobligated balances remaining as of August 31, 2027 from appropriation made to the Department of Transportation from the ~~amount of $5,000,000 in~~ General Revenue Fund~~s~~ for the ~~2026-27~~2028-29 biennium is to be used for the purpose of funding the planning, development, and construction of a bridge at the railroad grade crossing at Little York Road and Hirsch Road in Houston (estimated to be $0) are appropriated to the Department of Transportation for fiscal biennium beginning September 1, 2027, for the same purpose. *This rider has been revised to request UB authority for this project.*
56	VII-30	**56. Unexpended Balance Appropriation: Railroad Grade Crossing Bridge Project at Tidwell Road and Hirsch Road.** In addition to ~~Out of~~ amounts appropriated above to the Department of Transportation in Strategy A.1.4, Construction Contracts, ~~the amount of $5,000,000~~ in General Revenue Funds ~~for the 2026-27 biennium~~any unexpended and unobligated balances remaining as of August 21,2027 is to be used for the purpose of funding the planning, development, and construction of a bridge at the railroad grade crossing at Tidwell Road and Hirsch Road in Houston (estimated to be $0) are appropriated to the Department of Transportation for fiscal biennium beginning September 1, 2027, for the same purpose.

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		This rider has been revised to request UB authority for this project.
57	VII-30	**57. <u>Unexpended Balance Appropriation: </u>Improvements to Farm to Market Road 653.** ~~Out of~~<u>In addition to</u> amounts appropriated above to the Department of Transportation in Strategy A.1.4, Construction Contracts, ~~the amount of $28,400,000~~ from the General Revenue Fund~~ for the fiscal biennium beginning September 1, 2025~~,<u> any unexpended and unobligated balances remaining as of August 31, 2027</u> is to be used for the purpose of funding water line relocation, road reconstruction, curbs and gutters, sidewalks, and storm water drainage along Farm to Market Road 653 in the City of El Campo in Wharton County <u>(estimated to be $0) are appropriated to the Department of Transportation for fiscal biennium beginning September 1, 2027, for the same purpose</u>. *This rider has been revised to request UB authority for this project.*
58	VII-30	**58. ~~Texas State Railroad.~~** ~~Out of amounts appropriated above to the Department of Transportation in Strategy D.1.3, Rail Construction, the amount of $10,000,000 in General Revenue Funds for the 2026-27 biennium is to be used for the purpose of funding projects related to the Texas State Railroad.~~ *This rider has been recommended for deletion as the requirement will be complete.*
59	VII-30	**59. ~~Improvements to Victoria Regional Airport.~~** ~~Out of amounts appropriated above to the Department of Transportation in Strategy C.5.1, Aviation Services, the amount of $2,500,000 in General Revenue Funds for the fiscal biennium beginning September 1, 2025, shall be allocated to fund airport expansion and improvement projects at Victoria Regional Airport.~~

Agency Code: 601	Agency Name: Texas Department of Transportation	Prepared By: Carol Williams	Date: 7/1/2026	Request Level:

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		This rider has been recommended for deletion as it is included in Rider 8.
60	VII-30	**60.** Unexpended Balance Appropriation: ~~Department of Transportation: Direction for Aviation Services Funded in House Bill 500. Contingent upon the enactment of House Bill 500 or similar legislation relating to making supplemental appropriations and reductions in appropriations and giving direction and adjustment authority regarding appropriations by the Eighty-ninth Legislature, Regular Session, the Department of Transportation shall use $106,800,000 from the General Revenue Fund appropriated in HB 500, Section 7.03, to provide funding for the following projects in the following amounts:~~ In addition to amounts appropriated above in Strategy C.5.1, Aviation Services, any unobligated and unexpended balances remaining as of August 31, 2027 from appropriations made to the Department of Transportation by House Bill 500, Section 7.03, Eighty-ninth Legislature, Regular Session, 2025 (Supplemental Appropriations Act), for Aviation Services (estimated to be $0), are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, 2027, for the same purpose. ~~(1) $10,000,000 for South Texas International Airport;~~ ~~(2) $14,800,000 for McKinney National Airport;~~ ~~(3) $8,000,000 for Emergency and First Responder Airport Facilities;~~ ~~(4) $14,000,000 for Athens Municipal Airport;~~ ~~(5) $10,000,000 for Weslaco Mid-Valley Airport Runway Expansion.~~ ~~(6) Unexpended balance authority remaining from appropriations made in the General Appropriations Act, 88th Legislature, Article IX, Sec. 17.40, Emergency and First Responder Airport Facilities, (estimated to be $0), is appropriated for the same purpose;~~ ~~(7) $40,000,000 for Reese Airport Upgrades; and~~ ~~(8) $10,000,000 for East Texas Regional Airport Upgrades.~~

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		This rider has been revised to request UB authority. Appropriation 24-month lifespan was established in Supplemental HB 500 and the revision would extend authority past the 24 months stated in HB 500.
		NEW RIDER REQUESTS
	VII	**701.** **New Rider: Unexpended Balance Appropriation: Aircraft.** In addition to amounts appropriated above, any unexpended balances remaining as of August 31, 2027, from appropriations made to the Department of Transportation by House Bill 500, Section 7.07, Eighty-ninth Legislature, Regular Session, 2025 (Supplemental Appropriations Act), for Aircrafts (estimated to be $0), are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, 2027, for the same purpose. *This rider has been recommended for addition to request UB authority within the current biennium and across the biennium.*
	VII	**702.** **New Rider: Unexpended Balance Appropriation: Texarkana Regional Airport.** In addition to amounts appropriated above, any unexpended balances remaining as of August 31, 2027, from appropriations made to the Department of Transportation by House Bill 500, Section 7.07, Eighty-ninth Legislature, Regular session, 2025 (Supplemental Appropriations Act), for Texarkana Regional Airport (Estimated to be $0), are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, 2027, for the same purpose. *This rider has been recommended for addition to request UB authority within the current biennium and across the biennium.*

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
	VII	**703.** <u>New Rider:</u> **<u>Unexpended Balance Appropriation: Acquisition of Capital Equipment and Items and Transportation Items.</u>** <u>Any unobligated and unexpended balances of funds remaining as of August 31, 2027, that were appropriated to the Department of Transportation for the 2026-27 biennium for capital budget items in the Acquisition of Capital Equipment capital budget category (estimated to be $0) and Transportation Items (estimated to be $0), are appropriated for the fiscal biennium beginning September 1, 2027, for the same purpose.</u> *This rider has been recommended for addition to request UB authority within the current biennium and across the biennium.*
	VII	**704.** <u>New Rider:</u> **<u>Unexpended Balance: Railroad Grade Separation Projects.</u>** <u>Any unobligated and unexpended balances remaining as of August 31, 2027, that were appropriated to the Department of Transportation from H.B. 500 Section 7.01 for Railroad Grade Separation Projects from the General Revenue Fund, are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, 2027, for the same purpose.</u> *This rider has been recommended for addition to request UB authority within the current biennium and across the biennium.*
	VII	**705.** <u>New Rider:</u> **<u>Unexpended Balance: State Highway 99 Access Road Improvements.</u>** <u>Any unobligated and unexpended balances remaining as of August 31, 2027, that were appropriated to the Department of Transportation from H.B. 500 Section 7.06 for State Highway 99 Access Road Improvements from the General Revenue Fund, are appropriated to the Department of Transportation for the fiscal biennium beginning September 1, 2027, for the same purpose.</u>

Agency Code:	Agency Name:	Prepared By:	Date:	Request Level:
601	Texas Department of Transportation	Carol Williams	7/1/2026	

Current Rider Number	Page Number in 2026-27 GAA	Proposed Rider Language
		This rider has been recommended for addition to request UB authority within the current biennium and across the biennium.