

**Department of Transportation  
Summary of Recommendations - House**

**Section 1**

**Page VII-17**

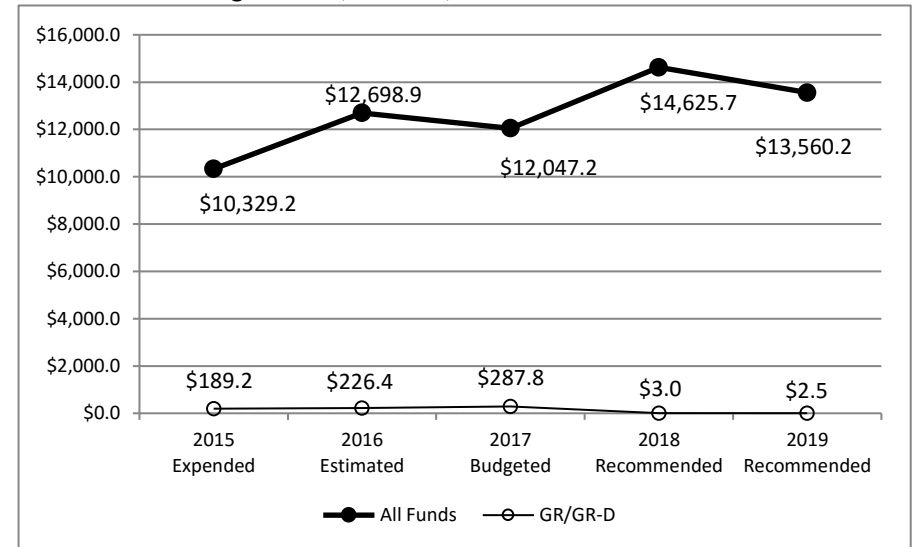
James M. Bass, Executive Director

Thomas Galvan, LBB Analyst

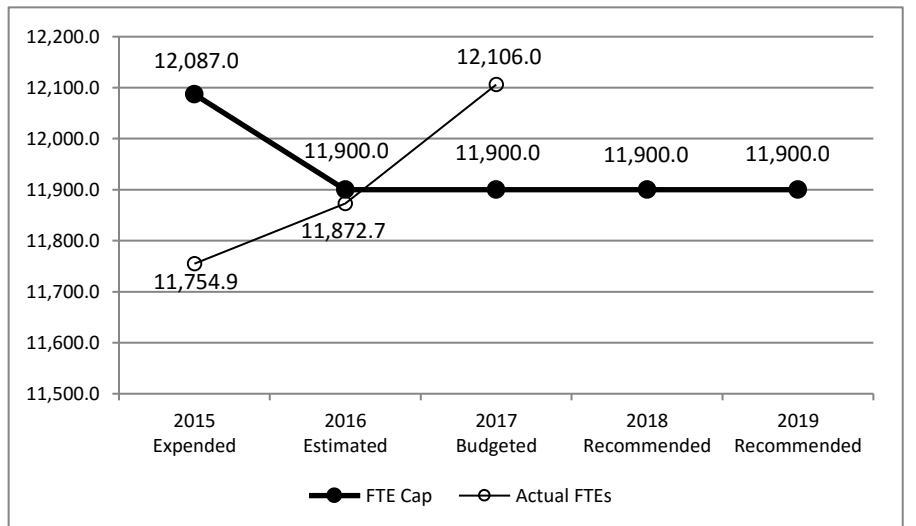
Method of Financing	2016-17 Base	2018-19 Recommended	Biennial Change (\$)	Biennial Change (%)
General Revenue Funds	\$514,165,574	\$5,424,804	(\$508,740,770)	(98.9%)
GR Dedicated Funds	\$0	\$0	\$0	0.0%
<i>Total GR-Related Funds</i>	<i>\$514,165,574</i>	<i>\$5,424,804</i>	<i>(\$508,740,770)</i>	<i>(98.9%)</i>
Federal Funds	\$9,410,069,237	\$10,486,623,027	\$1,076,553,790	11.4%
Other	\$14,821,892,280	\$17,693,796,967	\$2,871,904,687	19.4%
<b>All Funds</b>	<b>\$24,746,127,091</b>	<b>\$28,185,844,798</b>	<b>\$3,439,717,707</b>	<b>13.9%</b>

	FY 2017 Budgeted	FY 2019 Recommended	Biennial Change	Percent Change
FTEs	12,106.0	11,900.0	(206.0)	(1.7%)

**Historical Funding Levels (Millions)**



**Historical Full-Time-Equivalent Employees (FTEs)**



The bill pattern for this agency (2018-19 Recommended) represents an estimated 91% of the agency's estimated total available funds for the 2018-19 biennium.

**Department of Transportation**  
**Summary of Funding Changes and Recommendations - House**

**Section 2**

Funding Changes and Recommendations for the 2018-19 Biennium compared to the 2016-17 Base Spending Level (in millions)		General Revenue	GR-Dedicated	Federal Funds	Other Funds	All Funds	Strategy in Appendix A
<b><i>SIGNIFICANT Funding Changes and Recommendations (each issue is explained in Section 3 and additional details are provided in Appendix A):</i></b>							
A)	Increase of \$1,358.7 million for highway planning, financing, construction, and maintenance, including increases of \$1,081.1 million in Federal Funds, \$252.8 million in State Highway Funds (SHF), and \$24.8 million in Texas Mobility Fund (TMF) fee revenue.	\$0.0	\$0.0	\$1,081.1	\$277.7	\$1,358.7	A.1.1, A.1.2, A.1.3, A.1.4, A.1.5, A.1.8, B.1.1, B.1.2, B.1.3
B)	Increase of \$4,386.6 million in SHF - Proposition 7 (2015) state sales tax revenue for highway project development and delivery.	\$0.0	\$0.0	\$0.0	\$4,386.6	\$4,386.6	A.1.7
C)	Increase of \$256.2 million for bond debt service, including an increase of \$613.4 million in SHF - Proposition 7 (2015) funds to replace General Revenue for GO bond debt service.	(\$499.4)	\$0.0	\$0.0	\$755.5	\$256.2	F.1.1, F.1.2, F.1.3
D)	Increase of \$573.8 million in SHF - Proposition 1 (2014) oil and natural gas tax related revenue for highway project development and delivery.	\$0.0	\$0.0	\$0.0	\$573.8	\$573.8	A.1.6
E)	Decrease of \$1,704.7 million in bond proceeds for highway planning and construction.	\$0.0	\$0.0	\$0.0	(\$1,704.7)	(\$1,704.7)	A.1.1, A.1.2, A.1.3, A.1.4, A.1.5, A.1.8
F)	Decrease of \$466.5 million in SHF regional toll project funds for the development and delivery of transportation projects.	\$0.0	\$0.0	\$0.0	(\$466.5)	(\$466.5)	Goal G Strategies
G)	Decrease of \$752.9 million in SHF for repayment of short-term borrowing in 2016-17.	\$0.0	\$0.0	\$0.0	(\$752.9)	(\$752.9)	F.1.4
H)	Decrease of \$138.7 million in Transportation Infrastructure Funds for county transportation infrastructure projects in areas affected by increased energy production activity.	\$0.0	\$0.0	\$0.0	(\$138.7)	(\$138.7)	A.1.8
I)	Decrease of \$57.5 million in SHF for capital deferred maintenance of buildings and facilities.	\$0.0	\$0.0	\$0.0	(\$57.5)	(\$57.5)	B.1.1
J)	Decrease of \$23.7 million in SHF for capital information resource technology projects.	\$0.0	\$0.0	\$0.0	(\$23.7)	(\$23.7)	A.1.1, E.1.2
K)	Increase of \$25.1 million in SHF for acquisition of capital equipment and items.	\$0.0	\$0.0	\$0.0	\$25.1	\$25.1	A.1.1, E.1.2
L)	Increase of \$6.0 million in SHF for replacement of radio towers statewide to comply with federal regulations.	\$0.0	\$0.0	\$0.0	\$6.0	\$6.0	B.1.1

**Department of Transportation**  
**Summary of Funding Changes and Recommendations - House**

**Section 2**

<b>Funding Changes and Recommendations for the 2018-19 Biennium compared to the 2016-17 Base Spending Level (in millions)</b>	<b>General Revenue</b>	<b>GR-Dedicated</b>	<b>Federal Funds</b>	<b>Other Funds</b>	<b>All Funds</b>	<b>Strategy in Appendix A</b>
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***OTHER Funding Changes and Recommendations (these issues are not addressed in Section 3 but details are provided in Appendix A):***

M)	Increase of \$12.7 million for Indirect Administration, including an increase of \$15.2 million in SHF for increased information technology staffing services and to biennialize salaries and wages at the fiscal year 2017 level offset by a decrease of \$2.6 million in General Revenue for one-time costs related to compliance with new contract reporting requirements.	(\$2.6)	\$0.0	\$0.0	\$15.2	\$12.7	Goal E Strategies
N)	Decrease of \$18.0 million in All Funds for rail and other transportation services and systems, including General Revenue decreases of \$2.4 million for one-time aviation project funds and \$4.4 million for one-time rail planning and construction project funds.	(\$6.8)	\$0.0	(\$4.6)	(\$6.7)	(\$18.0)	Goal C and Goal D Strategies
O)	Decrease of \$10.8 million in SHF for data center services to maintain current obligations, Centralized Accounting and Payroll/Personnel System maintenance, and transportation capital budget items.	\$0.0	\$0.0	\$0.0	(\$10.8)	(\$10.8)	A.1.1, B.1.2, E.1.2, E.1.3
P)	Decrease of \$6.5 million in GO bond proceeds for the Border Colonia Access Program grants.	\$0.0	\$0.0	\$0.0	(\$6.5)	(\$6.5)	A.1.8

<b>TOTAL SIGNIFICANT &amp; OTHER Funding Changes and Recommendations (in millions)</b>	<b>(\$508.7)</b>	<b>\$0.0</b>	<b>\$1,076.6</b>	<b>\$2,871.9</b>	<b>\$3,439.7</b>	As Listed
<i>SIGNIFICANT &amp; OTHER Funding Increases</i>	\$0.0	\$0.0	\$1,081.1	\$6,039.9	\$6,619.1	As Listed
<i>SIGNIFICANT &amp; OTHER Funding Decreases</i>	(\$508.7)	\$0.0	(\$4.6)	(\$3,168.0)	(\$3,179.4)	As Listed

NOTE: Totals may not sum due to rounding.

**Department of Transportation  
Selected Fiscal and Policy Issues – House**

1. **Other Funds.** Recommendations provide \$17,693.8 million in Other Funds (62.8 percent of All Funds), which represents a net increase of \$2,871.9 million from the 2016–17 level. The summary below shows the biennial changes in recommended Other Funds compared to the 2016–17 levels by method of financing.

<b>Method of Financing (in Millions)</b>	<b>2016–17 Base</b>	<b>2018–19 Recommended</b>	<b>Biennial Change</b>
State Highway Fund (SHF)	\$9,026.6	\$8,554.1	(\$472.5)
SHF - Proposition 1 (2014)	1,632.1	2,205.9	573.8
SHF - Proposition 7 (2015)	\$0	5,000.0	5,000.0
SHF - Toll Project Subaccounts	738.8	272.3	(466.5)
<b>Subtotal, SHF Sources*</b>	<b>11,397.5</b>	<b>16,032.3</b>	<b>4,634.8</b>
Texas Mobility Fund	930.5	1,017.5	87.0
Bond Proceeds*	2,346.2	635.0	(1,711.2)
Other Sources	147.7	9.0	(138.7)
<b>Total, Other Funds</b>	<b>\$14,821.9</b>	<b>\$17,693.8</b>	<b>\$2,871.9</b>

\* SHF subtotal excludes bond proceeds. Amounts from SHF revenue bond proceeds are included in Bond Proceeds method of financing. (See #2e and #4a below.)

2. **State Highway Funds Overview.** Recommendations for funding from the SHF are comprised of six distinct methods of financing described below.
- State Highway Fund No. 006.** Recommendations include all State Highway Fund (SHF) revenue estimated to be available during the 2018-19 biennium from traditional state tax and fee revenue sources (e.g., motor fuels taxes, vehicle registration fees, etc.) based on revenue projections for the 2018-19 biennium included in the Comptroller of Public Accounts' (CPA) *House Bill 32 Report* (September 2016) and TxDOT's forecast of SHF cash balances. The 2018–19 recommendations from SHF total \$9,244.6 million, including \$8,554.1 million for TxDOT direct appropriations and \$690.5 million for employee benefits (retirement, group insurance, social security, and benefit replacement pay). These amounts exclude funds from oil and natural gas severance tax related allocations (Proposition 1, 2014), state sales tax allocations (Proposition 7, 2015), regional toll project subaccounts, and revenue bond proceeds held in the SHF, which are discussed below.
  - SHF – Proposition 1, 2014.** Recommendations provide \$2,205.9 million for the 2018–19 from Proposition 1 (2014) oil and natural gas severance tax related deposits to the SHF for non-tolled roadway project development and delivery. This amount includes \$1,207.9 million for ongoing construction contract payments from Proposition 1 balances remaining from prior fiscal years and \$998.0 million in Proposition 1 deposits to the SHF for the 2018–19 biennium for new projects based on the CPA's projection of revenue transfers to the Economic Stabilization Fund (ESF) provided to the Select Committee to Determine a Sufficient

Balance of the ESF (letter dated September 30, 2016). (See Rider Highlights #41.) The CPA's January 2017 Biennial Revenue Estimate (BRE) estimates \$1,302.0 in Proposition 1 deposits to the SHF for the 2018–19 biennium.

- c. **SHF – Proposition 7, 2015.** Recommendations include \$5.0 billion (\$2.5 billion each fiscal year) in anticipated state sales tax deposits to the SHF for the 2018–19 biennium, pursuant to Proposition 7 (2015). The amendment to the Texas Constitution approved by voters in November 2015 requires the first \$2.5 billion of state sales tax collected in excess of \$28.0 billion in a fiscal year to be deposited to the SHF beginning in fiscal year 2018. Beginning in fiscal year 2020, 35 percent of motor vehicle sales and rental taxes collected in excess of \$5.0 billion in a fiscal year will be allocated to the SHF. Revenue allocated to the SHF pursuant to Proposition 7 may only be appropriated to construct, maintain, or acquire rights-of-way for non-tolled public roadways or to repay principal and interest on highway improvement General Obligation (GO) bonds issued by TxDOT (Proposition 12 GO bonds). Recommendations provide \$4.386.6 million for non-tolled roadway project development and delivery costs and \$613.4 million for the repayment of principal and interest (debt service payments) on Proposition 12 GO bonds as authorized by the Texas Constitution (see #4c below). The CPA's January 2017 BRE estimates \$4,705.4 million in Proposition 7 state sales tax deposits to the SHF for the 2018–19 biennium (\$2,205.4 million in FY 2018; \$2,500.0 million in FY 2019).
  - d. **SHF Toll Revenue and Concession Fees - Toll Project Subaccounts.** Recommendations provide \$272.3 million for the 2018–19 biennium from toll revenue and concession fee proceeds deposited to dedicated toll project subaccounts in the SHF related to the Sam Rayburn Tollway (formerly State Highway 121), State Highway 161, and State Highway 130 (Segments 5 and 6) toll facilities in alignment with the agency's request. By law, these proceeds are held in project subaccounts in the SHF and may only be used for projects in the region encompassing each toll project.
  - e. **SHF Bond Proceeds (Proposition 14 Bonds).** Recommendations include \$433.3 million in proceeds from the sale of bonds payable from revenue deposited to the SHF (Proposition 14 bonds). Proposition 14 bond proceeds are held in the SHF and are used for highway improvement and safety projects (see #4 below).
3. **Federal-Aid Highway Funding.** Recommendations include \$10,486.6 million in Federal Funds for the 2018–19 biennium based on estimates from TxDOT. A total of \$9,895.7 million in Federal Funds is from federal reimbursements for highway planning and construction expenditures, which is an increase of \$1,288.9 million from the 2016–17 budgeted level. Federal highway funding is currently authorized through the Fixing America's Surface Transportation (FAST) Act, which was signed into law in December 2015 and authorizes funding over federal fiscal years 2016 through 2020. Federal highway planning and construction funds included in the recommendations reflect TxDOT's estimates of federal reimbursements during the 2018–19 biennium for progress payments on projects funded under previous federal surface transportation authorizations and projected payments on project obligations under authority of the FAST Act.
4. **Bond Programs.**
- a. **Bond Capacity.** The agency has issued all remaining bond capacity for Proposition 14 SHF bonds (\$6.0 billion statutory cap) and Proposition 12 GO bonds (\$5.0 billion constitutional cap). Issuance of TMF bonds is not limited to a specific aggregate cap by the Texas Constitution or state law but is limited by statutory debt service coverage requirements based on the Comptroller's estimate of TMF revenue. However, with the enactment of House Bill 122, Eighty-fourth Legislature, 2015, the agency may only issue TMF bonds for refunding existing bonds to achieve debt service savings and to refund variable rate bonds and renew or replace credit agreements. As of the end of fiscal year 2015, TxDOT issued \$7.4 billion in authorized TMF bonds capacity.
  - b. **Bond Debt Service.** Recommendations include \$2,317.4 million in All Funds for bond debt service payments and other financing and legal fees for TMF, Proposition 14 SHF, and Proposition 12 GO bonds. The recommendations include \$2,200.3 million from state funds and \$117.1 million for interest payment subsidies on bonds issued under the Build America Bonds program for debt service payments on under these bond programs. The Bond Debt Service Summary table below provides a comparison of the recommended funding levels to the 2016–17 budgeted amounts for debt service payments from state funding sources for each bond program.

- c. **MOF Swap for GO Bond Debt Service.** Recommendations replace General Revenue with SHF – Proposition 7 revenue for debt service payments on Proposition 12 GO bonds beginning in fiscal year 2018 (see Rider Highlights, New #42). Recommendations retain \$1.5 million in General Revenue for the 2018-19 biennium for other financing and legal fees associated with the management of the Proposition 12 GO bond program.

**Bond Debt Service Summary**  
(in Millions)

	2016–17 Base	2018–19 Recommended	Biennial Change	MOF
TMF Bonds	\$713.2	\$773.4	\$60.2*	TMF
Proposition 14 Bonds	726.9	806.0	79.1	SHF
Proposition 12 GO Bonds	499.4	613.4	114.0	GR / Prop. 7
<b>Total, State Funding Sources</b>	<b>\$1,939.5</b>	<b>\$2,192.8</b>	<b>\$253.3</b>	

\*NOTE: 2018–19 recommendations include approximately \$76.0 million in TMF above current debt service requirements that may be used for the early retirement or accelerated repayment of TMF bonds.

5. **Short-term Borrowing.** Recommendations include a decrease of \$752.9 million in SHF from the 2016–17 levels for debt service on short-term obligations. The agency is authorized to enter into agreements for short-term lending facilities to address temporary shortfalls in the cash balance of the SHF affected by the timing of deposits into and payments out of the SHF. These short-term obligations must mature within two years of issuance and are payable from SHF appropriations. The agency reported the use of short-term borrowing in fiscal years 2015 and 2016 to address temporary shortfalls in the SHF balance due to delays in federal billing and federal highway reimbursements for SHF expenditures on federal-aid projects. Repayment of the cumulative short-term borrowing is reflected in the 2016–17 base. Recommendations include \$4.0 million in SHF for the 2018–19 biennium (\$2.0 million each fiscal year) for maintenance of short-term lending agreements.
6. **Other General Revenue Reductions.** The agency’s four percent General Revenue reduction totals \$0.5 million for programs other than GO bond debt service. Recommendations include a decrease of \$9.4 million in General Revenue for items other than bond debt service, including a decrease of \$6.8 million in unexpended balances carried forward from the 2014–15 biennium for (1) the completion of an airport facility runway expansion project (\$2.4 million) (see Rider Highlights, Deleted Rider #40); (2) funding for Lone Star Rail Austin to San Antonio passenger rail project planning (\$1.4 million); (3) and rail construction and improvements on the state-owned South Orient Rail Line (\$2.9 million); and a decrease of \$2.6 million in one-time funding to implement the contract reporting requirements of Senate Bill 20, Eighty-fourth Legislature, 2015.
7. **County Transportation Infrastructure.** Recommendations reflect a decrease of \$138.7 million in Other Funds from the Transportation Infrastructure Fund No. 184 (TIF) for grants to provide funding for transportation infrastructure projects in counties located in areas of the state affected by increased oil and gas production activity. The grant program was established pursuant to the enactment of Senate Bill 1747, Eighty-third Legislature, Regular Session, 2013, and funded by an appropriation of \$225 million in General Revenue for deposit to the TIF in fiscal year 2013 by House Bill 1025, Eighty-third Legislature, Regular Session (Supplemental Appropriations Bill). House Bill 2, Eighty-fourth Legislature, 2015, (Supplemental Appropriations Bill) provided appropriation authority for unexpended balances from the fiscal year 2013 TIF supplemental appropriation for an additional two years for ongoing disbursement of grant funds to the eligible counties (appropriation expires in June 2017). The agency reports that 80 percent of the grant funds have been approved for disbursement to the counties as of February 1, 2017.

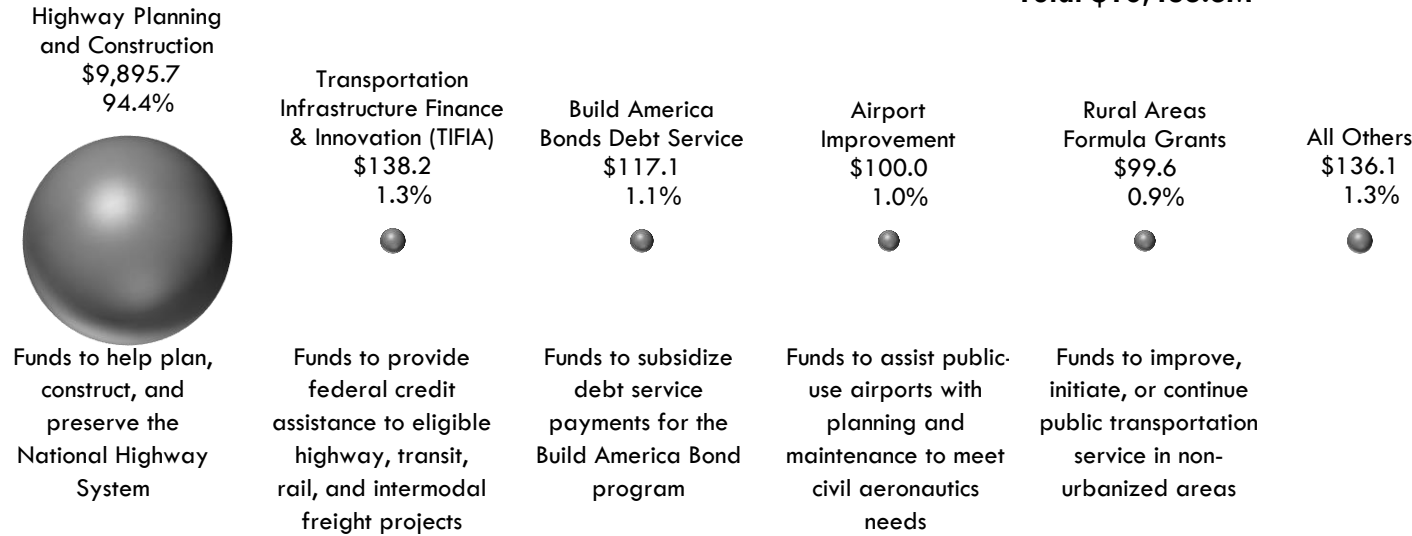
8. **Capital Deferred Maintenance of Buildings and Facilities.** Recommendations include a decrease in capital budget authority of \$57.5 million in SHF from the 2016–17 budgeted level for deferred maintenance of TxDOT buildings and facilities (See Rider Highlights #2). The agency was provided \$200.0 million in capital budget authority for the 2016–17 biennium for deferred maintenance projects identified in the agency’s capital facilities program plan submitted to the Joint Oversight Committee on Government Facilities. However, no additional appropriation of funds was provided for this purpose. The agency has budgeted \$57.5 million in SHF for deferred maintenance projects in the current biennium mostly with additional SHF proceeds from the sale of TxDOT real property as authorized by the Legislative Budget Board and the Governor pursuant to TxDOT Rider 18, Additional Funds. Recommendations do not include funding and capital budget authority for deferred maintenance in the 2018–19 biennium (see Items Not Included #5).
9. **Capital Acquisition of Information Resource Technologies.** Recommendations provide \$95.1 million in SHF and capital budget authority for information resource technology projects, and lifecycle hardware and software replacements and upgrades, which is a decrease of \$23.7 million from the 2016–17 budgeted level (see Rider Highlights #2). Recommendations include the following information resource technology projects.
  - a. **Mainframe Modernization.** Recommendations provide \$44.7 million in funding and capital authority to continue the agency’s Mainframe Modernization project. The purpose of this multi-year project is to modernize or replace legacy applications and systems and continue the integration and replacement of enterprise resource planning functionality that was not included in the Centralized Accounting and Payroll/Personnel System (CAPPS).
  - b. **Technology Replacements and Upgrades.** Recommendations provide \$42.6 million in funding and capital budget authority for the agency’s Technology Replacements and Upgrades information resource technology project. This project addresses the agency’s ongoing replacement and upgrade of information technology hardware and software in support of all agency operations.
  - c. **PC Replacement.** Recommendations provide \$7.7 million in funding and capital authority for the 2018–19 biennium for the replacement of desktop and laptop computers and tablets with outdated operating systems.
10. **Acquisition of Capital Equipment and Items.** Recommendations include \$112.8 million in SHF and capital authority for the acquisition of capital equipment and items used for roadway maintenance, which is an increase of \$25.1 million from the 2016–17 budgeted level in alignment with the agency’s request (see Rider Highlights #2). The increase in capital budget and funding is primarily due to the planned replacement of existing single and tandem axle dump trucks that meet or exceed usage, age, and repair cost criteria for retirement (\$38.3 million for the 2018–19 biennium).
11. **Capital Radio Tower Replacement.** Recommendations include \$6.0 million in SHF and capital budget authority for the replacement of radio communication towers, statewide, that do not comply with Federal Communications Commission requirements and structural standards and present a safety hazard due to deterioration (see Rider Highlights #2). The recommendations would provide funding for the replacement of 20 towers at an average cost of \$300,000 each.
12. **Austin Headquarters Consolidation.** The agency’s appropriations request for the 2018–19 biennium includes \$161.2 million in SHF and capital budget authority for the construction of a new Austin headquarters complex for the consolidation of staff and operations currently located at TxDOT’s Riverside and Camp Hubbard campuses in Austin. TxDOT reports that the Riverside campus houses approximately 1,700 employees in three buildings. These buildings are located on ground leases that expire in June 2022, December 2022, and December 2026. The agency has developed a plan for the acquisition and construction of a new facility to house its Riverside operations and consolidate its Camp Hubbard operations, with a projected completion date in calendar year 2021. The agency’s funding request includes \$22.0 million to purchase a site for the new Austin complex and \$139.2 million for the construction of buildings and facilities. In August 2016, the agency requested authorization from the LBB and the Governor, pursuant to Rider 18, Additional Funds, to spend up to \$22.0 million in additional SHF revenue from proceeds from the sale of TxDOT real property and increase capital budget authority to purchase land for the new facility in fiscal year 2017. In November 2016, the agency received LBB authorization to spend up to \$22.0 million for this purpose. Recommendations do not include funding and capital budget authority for acquisition of land or construction of buildings and facilities for this purpose (see Items Not Included #4).

13. **Sunset Review.** The agency is currently undergoing Sunset review. The Sunset Commission recommends continuing the agency for 12 years and recommends various management actions and statutory changes related to transportation project development and selection processes, oversight and management of low-bid construction contracts and professional engineering services contracts, maintenance and use of the state aircraft fleet, and crash records information reporting (see Rider Highlights, New Rider #43).
14. **Full-Time-Equivalent (FTE) Positions.** Recommendations maintain the agency's FTE cap at the fiscal year 2017 authorized amount of 11,900.0 FTEs and retain authority for Summer Hire Program, which authorizes up to 1,200.0 FTEs during the third and fourth quarters of each fiscal year that are exempt from the regular FTE cap. Recommended funding levels support the agency's budgeted level of 206.0 Summer Hire FTEs in each fiscal year. The agency's baseline request for the 2018–19 biennium includes funding for an additional 627.0 FTEs above the fiscal year 2017 authorized amount to provide additional personnel to accommodate a projected increase in highway project development activity, construction contract letting, project management, construction inspection, and other oversight and support activities associated with the increase in state and federal highway funding sources (see Items Not Included #2).



**Texas Department of Transportation**  
*Summary of Federal Funds (2018 - 19) - House*

**Total \$10,486.6M**



Programs with Significant Federal Funding Changes from 2016 - 17

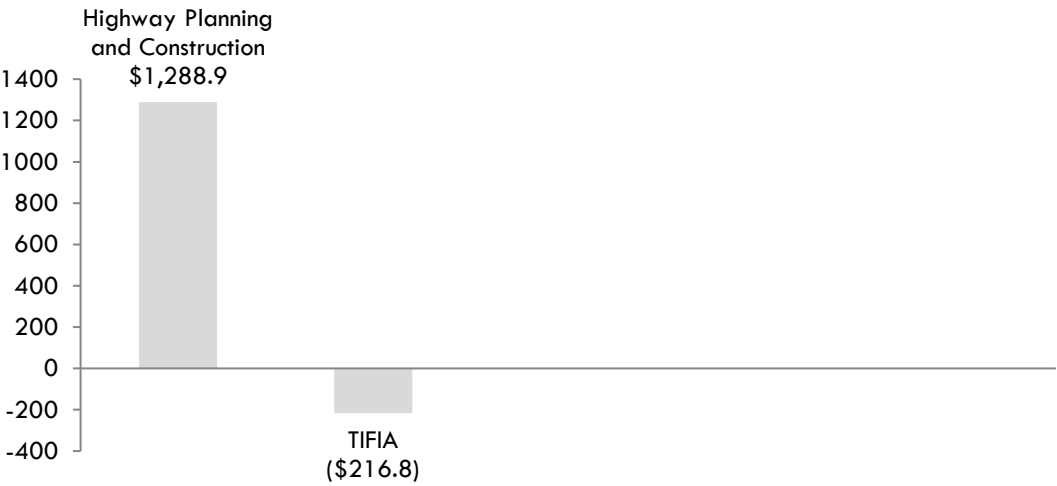
**Selected Federal Fiscal and Policy Issues**

Federal Funds estimates for fiscal years 2018–19 reflect an increase of \$1,077 million from fiscal years 2016–17. Funding for Federal-Aid Highway Program Highway Planning and Construction increased by \$1,288.9 million from the 2016–17 biennium.

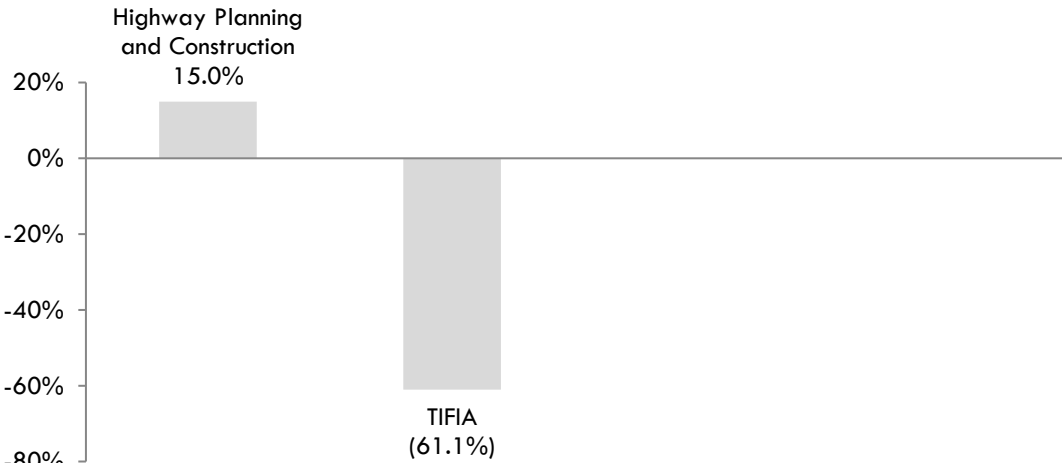
Increased funding is attributable to the 2015 Fixing America's Surface Transportation (FAST) Act. The FAST Act reauthorized federal surface transportation programs through 2020 and increased funding for federal-aid highway and transit programs.

The FAST Act reduced annual TIFIA funding by approximately 30 percent compared to funding levels established in the prior transportation authorization.

**Program-by Amount**



**Program-by Percentage**



Texas Department of Transportation  
Contracting Highlights - House

Summary of Contracts Awarded in Fiscal Years 2015-2016 and Reported to LBB Contracts Database\*

(Dollar values rounded to the nearest tenth of a million)

	Number	Total Value	Average Value	% of total
Procurement Contracts	2,873	\$ 13,618.4	\$ 4.7	100%

Award Method

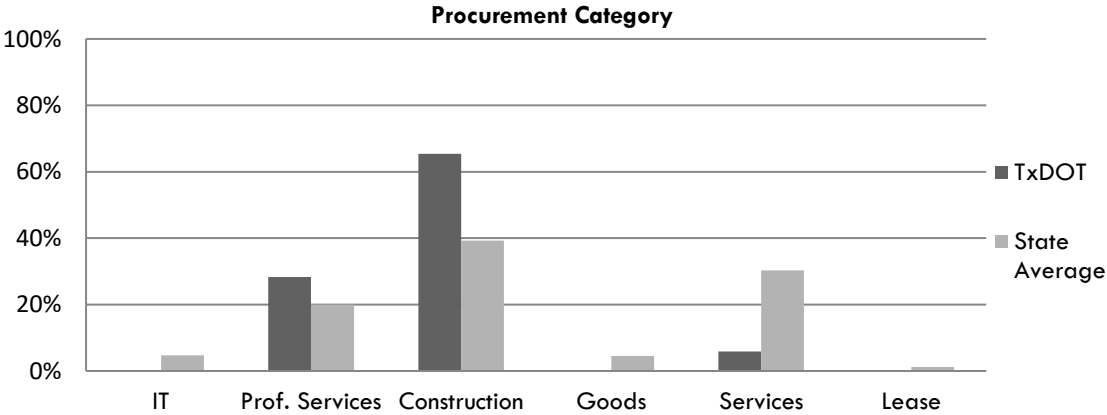
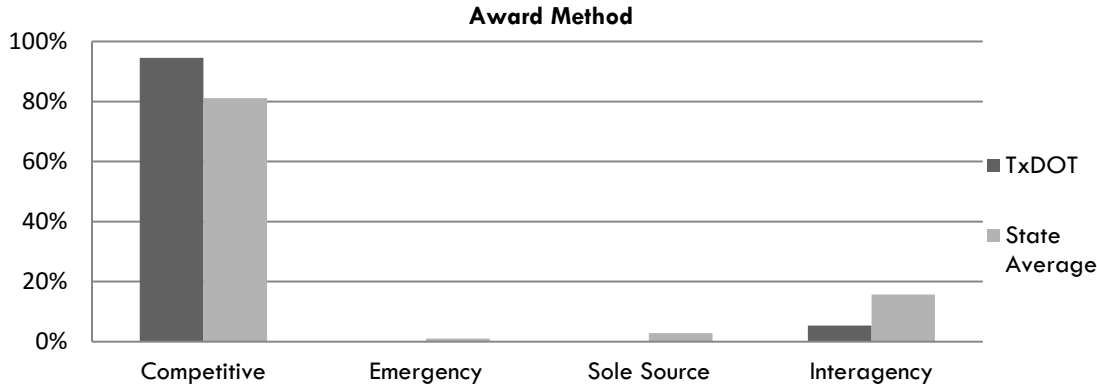
Total Competitive Contracts	2,814	\$ 12,872.6	\$ 4.6	94.5%
Total Non-Competitive	59	\$ 745.8	\$ 12.6	5.5%
Emergency	0	\$ -	\$ -	0.0%
Sole Source	13	\$ 16.4	\$ 1.3	0.1%
Interagency Agreement	46	\$ 729.4	\$ 15.9	5.4%

Procurement Category

Information Technology	3	\$ 35.2	\$ 11.7	0.3%
Professional Services	578	\$ 3,846.4	\$ 6.7	28.2%
Construction	2,227	\$ 8,913.2	\$ 4.0	65.4%
Goods	1	\$ 12.5	\$ 12.5	0.1%
Other Services	63	\$ 796.1	\$ 12.6	5.8%
Lease/Rental	1	\$ 15.1	\$ 15.1	0.1%

Revenue Generating Contracts	4	\$ 0.9	\$ 0.2	0.1%
Competitive	0	\$ -	\$ -	0.0%
Non-competitive	4	\$ 9.3	\$ 2.3	0.1%

Comparisons with State Averages



\*Note: These figures reflect the total value of reported contracts awarded in FY 15-16 and reported to the LBB contracts database. Values can include planned expenditures for subsequent years and represent the amounts contracted which may include funds from sources other than appropriated or General Revenue Funds.

**Texas Department of Transportation**  
Contracting Highlights - House

(Dollar values rounded to the nearest tenth of a million)

<b>Largest Competitive Contracts Awarded in FY 15-16</b>	<b>Award Method</b>	<b>Total Value</b>	<b>% Change*</b>	<b>Award Date</b>	<b>Length</b>	<b>Renewals</b>	<b>Vendor</b>
1 SH 183 Midtown Express Managed Lanes	Competitive	\$ 847.6	-	11/20/14	No Set Date	0	SouthGate Mobility Partners LLC
2 US 181 Harbor Bridge Replacement Project	Competitive	\$ 803.0	-	09/28/15	No Set Date	0	Flatiron Dragados LLC
3 SH 360 Project - Design Build	Competitive	\$ 253.2	-	05/15/15	No Set Date	0	Lane-Abrams Joint Venture
4 Resurfacing IH 30 from Great Southwest Parkway to SH 360	Competitive	\$ 233.2	-	12/09/15	No Set Date	0	Williams Brothers Construction Co. Inc.
5 I-10 Collector-Distributor Lanes	Competitive	\$ 160.9	-	12/19/14	No Set Date	0	Zurich American Insurance Co.

**Largest Active Information Technology Contracts from Previous Fiscal Years**

1 Information Technology Staff Outsourcing	Competitive	\$ 246.5	29.7%	07/08/13	5 years	1	NTT DATA, Inc.
2 Enterprise Resource Planning Software Implementation	Competitive	\$ 71.7	180.0%	05/03/13	4 years	0	Accenture LLP
3 Personal Computer Installations	Competitive	\$ 31.5	-	07/01/13	3 years	0	ARC Government Solutions, Inc.
4 Intelligent Transportation System Development Services	Competitive	\$ 27.4	-	05/01/09	7 years	2	Southwest Research Institute
5 Managed Print Services	Competitive	\$ 18.0	-	10/29/13	5 years	2	Xerox Corp.

**Largest Active Construction Contracts from Previous Fiscal Years**

1 North Tarrant Express Segment 3	Competitive	\$ 1,436.9	-	03/01/13	No Set Date	0	NTE Mobility Partners Segments 3 LLC
2 DFW Connector Comprehensive Development Agreement	Competitive	\$ 1,097.0	-	10/06/09	No Set Date	0	NorthGate Constructors
3 I-35E Managed Lanes Project	Competitive	\$ 1,061.5	-	05/17/13	No Set Date	0	AGL Constructors
4 SH 99 Grand Parkway Segments F & G	Competitive	\$ 1,040.0	-	03/22/13	No Set Date	0	Zachary-Odebrecht Parkway Builders
5 Horseshoe Project Design Build	Competitive	\$ 722.1	-	02/20/13	No Set Date	0	Pegasus Link Constructors LLC

\*Note: The percent change in contract value between initial award amount and the current contract value. Includes contract amendments and renewals.

**Texas Department of Transportation  
Quality Assurance Team Highlights - House**

Section 3c

**Summary of Total Costs (In millions) and Time Frames reported to the Quality Assurance Team\***

	Original Projected Costs	Current Projected Costs	Difference in Costs	Expenditures to Date	Original Timeline in Months	Current Timeline in Months	Difference in Time	% Complete	
<b>Project Name</b>									
1 <b>Bridge Inspection System</b>	\$2.3	\$1.9	-\$0.4	\$1.2	17	19	2	85%	●
2 <b>Enterprise Content Management</b>	\$18.2	\$18.2	\$0.0	\$0.0	26	26	0	5%	●
3 <b>Highway Performance Monitoring System</b>	\$6.2	\$5.3	-\$0.9	\$4.7	22	77	55	100%	●
4 <b>Modernize Portfolio Project Management</b>	\$46.9	\$48.9	\$2.0	\$9.1	25	25	0	100%	●
5 <b>Pavement Analyst</b>	\$2.7	\$4.7	\$2.0	\$4.3	11	25	14	97%	●
6 <b>Texas Environmental Compliance Oversight Sys</b>	\$3.8	\$4.1	\$0.3	\$6.0	30	41	11	30%	●
7 <b>TxTag Customer Service</b>	\$8.7	\$8.9	\$0.2	\$8.1	41	91	50	100%	●
8 <b>Modernize Portfolio Project Management II</b>	\$21.0	\$21.0	\$0.0	\$0.0	14	14	0	0%	●
<b>Project Totals (8)</b>	<b>\$109.8</b>	<b>\$113.0</b>	<b>\$3.2</b>	<b>\$33.4</b>					

The Bridge Inspection System is 2% under-budget and 12% over schedule. Cost decreases are due to lower than estimated contract costs, hosting, support and maintenance fees. The delay is due to the agency increasing the project scope, including additional development and user acceptance testing.

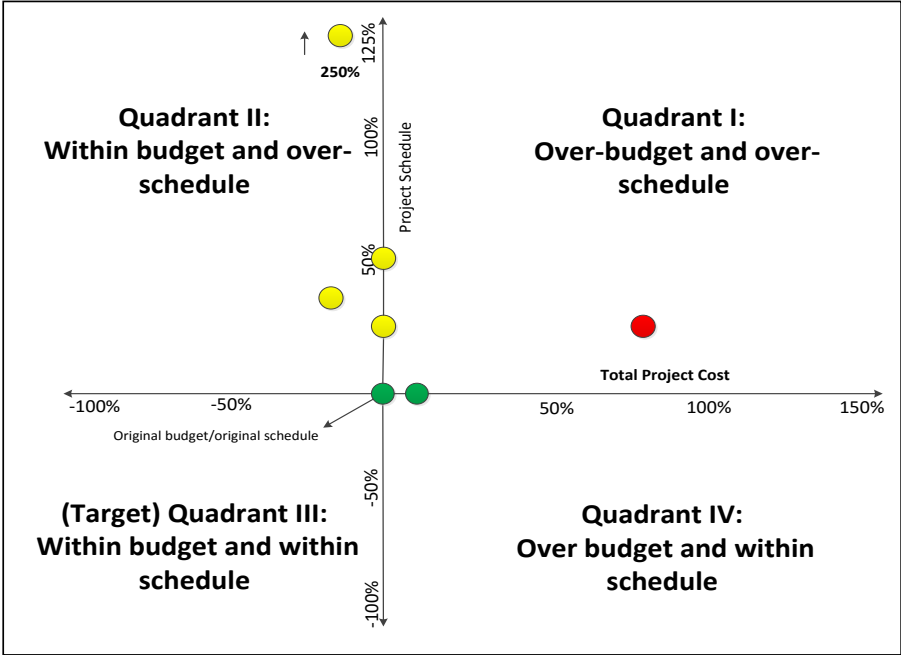
The Highway Performance Monitoring System project is 15% under-budget and 250% over schedule. Cost decreases are due to the exclusion of previously reported maintenance costs. The project has been delayed six different times.

The Pavement Analyst project is 74% over-budget and 127% over schedule. The cost increased due to the under estimation of total project costs. The delay is due to improper planning of resources.

The Texas Environmental Compliance Oversight System project is 8% over-budget and 37% over schedule. The cost increased due higher than expected vendor costs. The delay is due to untimely internal SOW/RFO review and development processes, as well as project coding during development.

The TxTag Customer Service project is 2% over-budget and 122% over schedule. The delay is due to the vendor not submitting all required project milestone documents or all project invoices, since additional time was needed to correct multiple instances of customer billing issues from the vendor.

**Major Information Resources Projects**



**Texas Department of Transportation  
Quality Assurance Team Highlights - House**

**Section 3c**

**Significant Project Highlights**

**1 \* Bridge Inspection System**

This project was authorized to begin in FY 2014 as a 17 month project and was appropriated through the Mainframe Application Modernization (MAM) Project for development [State Highway Fund (SHF)].

Texas Department of Transportation's (TxDOT's) bridge inspection application will be a vendor-hosted commercial package that will provide all necessary bridge inspection data and processes to meet provisions in The Federal Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 is the first long-term federal highway authorization enacted since 2005. The project will enable TxDOT to more accurately manage bridge inspection and condition information, and report that information to the Federal Highway Administration (FHWA) annually.

**2 \* Enterprise Content Management Project**

This project was authorized to begin in FY 2016 as a two year project and was appropriated through the Mainframe Application Modernization (MAM) Project for development (SHF).

TxDOT's Enterprise content management is the technology used to capture, manage, store, and deliver content related to organizational processes. The benefits to TxDOT include improved efficiency, better control, and reduced costs. For example, many banks have converted to storing copies of old checks within ECM systems as opposed to the older method of keeping physical checks in massive paper warehouses. Procurement delays postponed the original vendor award, and TxDOT is currently planning to re-baseline the project after a contract is re-awarded.

**3 Highway Performance Monitoring System (HPMS) Conversion to geographical information system (GIS)**

This project was authorized to begin in FY 2011 as a 22 month project and was appropriated \$1.0 million in SHF for development.

TxDOT's HPMS-GIS project will replace the older mainframe systems. Specific data collected under the HPMS program include location by jurisdiction, the number of lanes, median widths, shoulder widths, and other basic road attributes. Between September 1 and December 31 of each year, TxDOT's 25 district offices collect, update, and submit the required information for roadways within their district to Transportation Planning and Programming.

**QAT Budget Highlights (in millions)**

Project Name	2016-17 Base	2018-19 Requested	2018-19 Recommended
Mainframe Modernization**	\$50.7	\$44.7	\$44.7
HPMS Conversion to GIS	\$0.0	\$0.0	\$0.0
MPPM	\$32.7	\$33.5	\$0.0
Pavement Analyst	\$0.0	\$0.0	\$0.0
TxECOS	\$2.1	\$0.0	\$0.0
TxTAG	\$0.0	\$0.0	\$0.0
MPPM II	\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$85.5</b>	<b>\$78.2</b>	<b>\$44.7</b>

\* Note: Requested amounts for 2018-19 include all baseline and exceptional item funding requested by the agency. Recommended amounts for 2018-19 include baseline funding only.

\*\* Note: Projects are under one Capital Budget item in Rider 2 of the agency bill pattern.

**Texas Department of Transportation  
Quality Assurance Team Highlights - House**

**Section 3c**

**4 Modernize Portfolio Project Management (MPPM)**

This project was authorized to begin in FY 2016 as a 25 month project and was appropriated \$15.0 million in SHF for development.

The goal of the MPPM project is to modernize and standardize TxDOT-wide portfolio and project management solutions. Additionally, it is intended to replace legacy design and construction, vendor, contracts, estimating and letting systems. This will reduce the number of systems, manual processes, and systems maintenance costs. Standardized business processes will be introduced to help achieve the enterprise-wide solution. The project was completed

\* **Note:** TxDOT has performed a reassessment of the MPPM project and identified three key areas of concern: The size of the project scope is much larger than originally expected; System integrations are more complex than originally thought; The project timeline was too aggressive. With this knowledge, TxDOT disengaged their vendor (HP Enterprise) and plans to post a new solicitation to cover the increased scope, schedule, and budget. TxDOT will leverage received deliverables moving forward. The agency is currently preparing documentation for a re-procurement for the solution.

**5 \* Pavement Analyst**

This project was authorized to begin in FY 2014 as an 11 month project and was appropriated \$1.5 million in SHF.

TxDOT is replacing their current Pavement Management Information System (PMIS) as it is an in-house mainframe application that is difficult to use and support. MAP-21 requires states to develop risk & performance based asset management plans, but PMIS cannot perform this analyses. TxDOT plans to implement a Pavement Analyst vendor hosted software as a service package. The solution should allow for innovative use of tools and automation that reduce cost and variability in reporting, while increasing the predictability of results.

**6 Texas Environmental Compliance Oversight System (TxECOS) Enhancement II**

This project was authorized to begin in FY 2014 as a 30 month project and was appropriated \$2.3 million in SHF for development.

This project will provide enhancements to a previous phase of a web application called TxECOS which manages environmental compliance and clearance. This solution leverages existing TxECOS framework and TxDOT core technologies. This second phase will scale the application with additional functionality, including modules for: history, archeology, water quality, hazmat, biology, public involvement, Storm Water, Air Quality, Noise, Indirect and Cumulative Impacts, and Environmental Justice and Community Impacts including business changes based on TxDOT's modernization efforts.

**7 TxTag Customer Service Center Back Office System Project**

This project was authorized to begin in FY 2010 as a 41 month project for \$8.7 million through the Texas Turnpike Authority. At the time of project approval, the total cost of the project was funded from unappropriated toll revenue.

The purpose of the project was to consolidate all TxTAG back office service vendors into one vendor service contract, while providing a new system to handle current and future toll tag service center needs. QAT approved the TxTAG project in July 2010, and TxDOT awarded the contract for the project to FSTech In 2011. However, TxDOT canceled that contract in July 2012 due to a lack of progress and dissatisfaction with the vendor. TxDOT then awarded a contract to Xerox State and Local Services in July 2013, with a new estimated completion date.

The TxTAG project under Xerox was further delayed due to data migration issues and a change in the State's credit card processing vendor. The TxTAG system went live on July 9, 2014; however some aspects of the system were not operational at that time. Additionally, the transition to the new system led to a backlog for toll transaction image review.

Although the TxTAG system is in full production, as of October 31, 2014, the TxTAG vendor had not submitted all required project milestone documentation or all project invoices. TxDOT Toll Operations Division has Imposed a deadline of August 1, 2016 for Xerox to provide all outstanding System Acceptance deliverable requirements in order to meet the project finish date of 8/31/16. Recently TxDOT reported that all project closure issues are resolved and the agency accepted delivery of the project.

**8 Modernize Portfolio Project Management (MPPM) II**

This project was authorized to begin in fiscal year 2017 and is funded under the MPPM appropriation for the 2016-17 biennium. QAT conditionally approved the project for Phase 1a, 1b, and 2 only, with estimated completion by February 2018 as identified in the project Business Case. Upon demonstrated successful completion of the first two phases, QAT will review the project again and may authorize further phases of the MPPM II project.

The goal of the MPPM II project is to modernize and standardize TxDOT-wide portfolio and project management solutions. Additionally, TxDOT plans to replace legacy design and construction, estimating and letting, vendor, and contract systems, which will reduce the number of systems, manual processes, and system maintenance costs. Business functions included in this effort cross agency divisions and include all geographic districts.

The estimated solution will replace up to 40 legacy systems, reducing the number of systems, manual processes, and systems maintenance costs. Standardized business processes will be implemented to achieve the enterprise-wide solution. The below table indicates the agency process/services that will be impacted and the expected business outcome/performance objective. TxDOT has broken the project out into eight phases. Each implementation phase will result in a product of value being deployed in production use by the business. TxDOT will have the flexibility to halt implementation after each phase is deployed and still secure business value from the completion of a phase.

**Department of Transportation  
Rider Highlights - House**

**Modification of Existing Riders**

2. **Capital Budget.** Recommendations amend this rider to remove capital budget authority for deferred maintenance of buildings and facilities and the Modernize Portfolio Project and Workflow Management (MPPM) project and to reflect changes to capital budget authority for the following items: (1) provide \$6.0 million in authority for radio tower replacements; (2) provide \$42.6 million in authority for information technology replacements and upgrades, excluding authority previously allocated to this project for PC replacement; (3) increase authority for Mainframe Modernization projects by \$3.7 million; (4) provide \$7.7 million in authority for PC replacements for outdated operating systems; (5) decrease authority for transportation items by \$2.5 million; (6) increase authority for acquisition of capital equipment by \$23.6 million; and (7) decrease authority for Data Center Consolidation by \$6.3 million to reflect estimated costs to maintain current obligations.
4. **Magazine Appropriations.** The rider appropriates any magazine revenues generated above estimated collections during the 2018–19 biennium for the purpose of Texas Highways magazine production and distribution costs. Recommendations amend the amount in alignment with the agency's estimate of revenue collections.
14. **Reporting Requirements, Subsection k, Congested Road Segments.** Recommendations amend the rider to establish a November 1 reporting deadline and remove provisions that make the distribution of funds to certain TxDOT districts contingent upon fulfilling the reporting requirement.
18. **Additional Funds.** Recommendations amend rider to include appropriations from State Highway Fund (SHF) – Proposition 7 (2015) funds in the reporting and approval requirements and clarify approval requirements prior to expenditure of amounts in excess of estimated appropriations for the 2018–19 biennium.
20. **Appropriations Limited to Revenue Collections: Rail Safety.** Recommendations modify the rider to clarify the revenue requirements of the agency for the Rail Safety program.
38. **Interagency Contract for Legal Services.** Recommendations amend amount listed for the interagency contract with the Office of the Attorney General for legal services provided for the Department of Transportation.
41. **Proposition 1 Appropriations.** Recommendations amend the rider to specify the amount of SHF – Proposition 1 (2014) funds appropriated from previous SHF balances and from projected SHF – Proposition 1 revenue allocations for the 2018–19 biennium and to remove project category funding allocations specified for the use of appropriations from 2016–17 projected revenue (see Selected Fiscal and Policy Issues #2b).

**New Riders**

42. **Proposition 7 Appropriations.** Recommendations add a rider to (1) specify the amounts of SHF – Proposition 7 (2015) appropriations provided for non-tolled roadway projects in Strategy A.1.7, and Proposition 12 GO bond debt service payments in Strategy F.1.1; (2) authorize the temporary expenditure of General Revenue for Proposition 12 GO bond debt service payments if Proposition 7 proceeds are insufficient or unavailable at the time when payments are due and require the repayment of General Revenue expenditures for debt service during the same fiscal year; and (3) authorize the transfer of SHF – Proposition 7 appropriations between Strategy A.1.7 and Strategy F.1.1 (see Selected Fiscal and Policy Issues #2c and #4c).



43. **Sunset Contingency.** Recommendations add a contingency provision for the agency's upcoming Sunset review (see Selected Fiscal and Policy Issues #13).

#### Deleted Riders

28. **Limitation on Use of Funds.** Recommendations delete this rider.
33. **Schedule of Exempt Positions: Executive Leadership Positions.** Recommendations delete the rider as the executive leadership positions listed in the rider have been changed to classified positions during the current biennium.
40. **Unexpended Balance Appropriation: Emergency and First Responder Airport Facilities.** Recommendations delete the rider as the project will be complete in fiscal year 2017 (see Selected Fiscal and Policy Issues #6).
45. **Appropriation and Capital Budget Authority: Receipts from Sale of Real Property.** Recommendations delete this rider.
46. **Report on the Elimination of Toll Roads.** Recommendations delete rider as the report was completed during the current biennium.
47. **Limitation on Expenditures for Design-Build Contracts.** Recommendations delete the rider because the Transportation Code establishes the scope of and limitations on the use of design-build contracts.
48. **Port Capital Improvements.** Recommendations delete the rider as the funds have been programmed for roadway and bridge projects providing access to and from Texas ports.
49. **Toll Discount Programs.** Recommendations delete the rider, which appropriates proceeds from the sale of real property and surplus property for the cost providing toll discounts for qualified veterans and large trucks on toll roads operated by TxDOT (see Items Not Included #10 and #16).
50. **Allocation for Emergency and First Responder Airport Facilities.** Recommendations delete the rider as the project will be completed in fiscal year 2017.

**Department of Transportation**  
**Items Not Included in Recommendations - House**

**Section 5**

	2018-19 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2020-21
	GR & GR-D	All Funds	FTEs			

**Agency Exceptional Items - In Agency Priority Order**

**Note:** The funding of exceptional items requests from the SHF may require the reallocation of SHF from other programs or items included in the recommendations depending on the amount of SHF revenue and balances estimated to be available for the 2018-19 biennium.

1)	General Revenue for debt service payments and other professional service fees associated with Proposition 12 GO Bonds. (Recommendations provide SHF - Proposition 7 funds for debt service. See Selected Fiscal and Policy Issues #2c and #4c.)	\$613,383,709	\$613,383,709	0.0	No	No	\$596,763,356
2)	Authority for 627.0 additional FTEs and \$78.2 million in SHF (\$39.1 million per fiscal year) for salaries and wages (see Selected Fiscal and Policy Issues #14).	\$0	\$78,182,992	627.0	No	No	\$78,182,992
3)	SHF and capital budget authority of \$33.5 million for the Modernize Portfolio, Project and Workflow Management Program information resource technology project.	\$0	\$33,479,647	0.0	Yes	Yes	\$0
4)	SHF and capital budget authority of \$161.2 million for the acquisition of land for and the construction of a new Austin headquarters complex (see Selected Fiscal and Policy Issues #12).	\$0	\$161,200,000	0.0	No	Yes	\$0
5)	SHF and capital budget authority of \$115.4 million for deferred maintenance of buildings and facilities (see Selected Fiscal and Policy Issues #8).	\$0	\$115,350,000	0.0	No	Yes	\$0
6)	SHF and capital budget authority of \$27.6 million for the Enterprise Information Management (EIM) information technology project.	\$0	\$27,638,000	0.0	Yes	Yes	\$0
7)	SHF and capital budget authority of \$128.3 million for replacement of area engineering and maintenance facilities (39 facilities), replacement and additions to administrative buildings, and replacement of the Paris District headquarters.	\$0	\$128,280,000	0.0	No	Yes	\$0
8)	SHF and capital budget authority for acquisition of land and other real property for expansion and construction of area maintenance and engineering facilities.	\$0	\$3,955,000	0.0	No	No	\$0

**Department of Transportation**  
**Items Not Included in Recommendations - House**

**Section 5**

		2018-19 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2020-21
		GR & GR-D	All Funds	FTEs			
9)	SHF and capital budget authority of \$15.4 million to upgrade PeopleSoft for CAPPS.	\$0	\$15,394,057	0.0	Yes	Yes	\$0
10)	Funding to reimburse the Central Texas Turnpike System (CTTS) to offset waived toll charges related to the toll discount program for qualified veterans (see Rider Highlights, Deleted #49).	\$16,600,000	\$16,600,000	0.0	No	No	\$24,589,067
11)	Funding for rehabilitation of the South Orient rail line between Fort Stockton and Alpine to open the interchange with Union Pacific at Alpine.	\$33,000,000	\$33,000,000	0.0	No	No	\$0
12)	Funding for rehabilitation of the South Orient rail line from Paisano Junction to Presidio International Rail Bridge.	\$7,000,000	\$7,000,000	0.0	No	No	\$0
13)	Funding to increase state grant funding for rural public transportation.	\$7,000,000	\$7,000,000	0.0	No	No	\$0
14)	Funding and unexpended balances (UB) authority between fiscal years of the 2018-19 biennium for maritime port infrastructure capital improvements. This includes projects reviewed and scored by the Port Authority Advisory Committee.	\$132,875,785	\$132,875,785	0.0	No	No	\$0
15)	Funding for rehabilitation of the NETEX rail line from Greenville to Mount Pleasant.	\$30,000,000	\$30,000,000	0.0	No	No	\$0
16)	Funding to reimburse the CTTS to offset reduced toll rates related to a truck toll discount on SH 130 (Segments 1 - 4) and SH 45 (see Rider Highlights, Deleted #49).	\$48,000,000	\$48,000,000	0.0	No	No	\$49,500,000
17)	Method of finance swap to fund the subsidy for Amtrak's Heartland Flyer passenger train service between Fort Worth and Oklahoma City, Oklahoma with General Revenue. Recommendations continue \$4.9 million in State Highway Funds for this purpose in the 2018-19 biennium.	\$5,000,000	\$5,000,000	0.0	No	No	\$0
18)	Amend Rider 3, Transfer Authority, to remove the requirement to obtain approval from the LBB prior to transferring appropriations among Strategies A.1.2, Contracted Planning and Design, A.1.3, Right-of-Way Acquisition, A.1.4, Construction Contracts, A.1.5, Maintenance Contracts, A.1.8, Constructions Grants and Services, and B.1.1, Contracted Routine Maintenance. Requested revisions would allow the agency to transfer up to 5 percent of each strategy among the identified strategies.	\$0	\$0	0.0	No	No	\$0

**Department of Transportation**  
**Items Not Included in Recommendations - House**

**Section 5**

		2018-19 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2020-21
		GR & GR-D	All Funds	FTEs			
19)	Delete Rider 7, Minimum Wage Contracts, to remove the requirement that the agency require contractors and subcontractors to pay employees and contract labor at no less than minimum wage.	\$0	\$0	0.0	No	No	\$0
20)	Amend Rider 13, Full-Time Equivalent: Summer Hire Program, to remove the requirement that the agency hire a minimum of 10 interns each year for the Texas Pre-freshman Engineering Program.	\$0	\$0	0.0	No	No	\$0
21)	Amend Rider 14, Reporting Requirements, subsection (c), Project Status Report, to change the notification from 90 days to 30 days to members of a district where a loan is being granted for a project.	\$0	\$0	0.0	No	No	\$0
22)	Delete Rider 14, Reporting Requirements, subsection (i), Appropriations from State Highway Fund No. 006 and Proposition 12 General Obligations Bonds, to remove reporting requirement regarding the planned use of appropriations from the SHF and Proposition 12 GO Bond Proceeds.	\$0	\$0	0.0	No	No	\$0
23)	Delete Rider 22, Comprehensive Development Agreements, to remove the rider requirement to receive written approval from the Legislative Budget Board prior to spending appropriated funds to enter into a comprehensive development agreement.	\$0	\$0	0.0	No	No	\$0
24)	Amend Rider 30, Clothing Provision, to provide a clothing rental allowance for Travel Information Center and ferry operations personnel.	\$0	\$0	0.0	No	No	\$0
25)	Delete Rider 37, Limitation on Capital Budget - Acquisition of Information Resource Technologies, to remove the limitation on the agency transferring appropriations to or from the Mainframe Modernization capital budget item without approval of the Legislative Budget Board and Governor.	\$0	\$0	0.0	No	No	\$0

**Department of Transportation**  
**Items Not Included in Recommendations - House**

**Section 5**

		2018-19 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2020-21
		GR & GR-D	All Funds	FTEs			
26)	Amend Rider 45, Appropriation and Capital Budget Authority: Receipts from Sale of Real Property, to provide discretionary appropriation authority for proceeds from the sale of real property (see Rider Highlights, Deleted #45).	\$0	\$0	0.0	No	No	\$0
27)	New Rider, Unexpended Balances Appropriation: Proposition 1, 2014, to appropriate unexpended balances of appropriations from Proposition 1 (2014) allocations to the SHF remaining at the end of the 2016-17 biennium for the same purposes in the 2018-19 biennium.	\$0	\$0	0.0	No	No	\$0
<b>TOTAL Items Not Included in Recommendations</b>		<b>\$892,859,494</b>	<b>\$1,456,339,190</b>	<b>627.0</b>			<b>\$749,035,415</b>

**Department of Transportation  
Appendices - House**

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\* Appendix is not included - no significant information to report

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
<b>PLAN/DESIGN/MANAGE A.1.1</b>	<b>\$794,475,617</b>	<b>\$771,307,403</b>	<b>(\$23,168,214)</b>	<b>(2.9%)</b>	Decrease of \$23.2 million due to the following: - A decrease of \$34.8 million in State Highway Funds (SHF) for capital information technology projects, including a decrease of \$32.7 for the Modernize Portfolio, Project and Workflow Management (MPPM) project; - A decrease of \$0.8 million for acquisition of capital equipment and transportation items; - An increase of \$5.1 million in SHF to biennialize salaries and other operating expenses at the fiscal year 2017 levels; and - An increase of \$7.3 million in Federal Funds for highway planning and construction.
FEDERAL FUNDS	\$407,636,040	\$414,962,394	\$7,326,354	1.8%	
OTHER FUNDS	\$386,839,577	\$356,345,009	(\$30,494,568)	(7.9%)	
<b>CONTRACTED PLANNING AND DESIGN A.1.2</b>	<b>\$1,009,034,172</b>	<b>\$1,420,850,629</b>	<b>\$411,816,457</b>	<b>40.8%</b>	Increase of \$411.8 million in All Funds due to the following: - An increase of \$529.6 million in Federal Funds for highway planning and construction; - An increase of \$63.1 million in SHF; - An increase of \$118.4 million in Texas Mobility Funds (TMF); and - A decrease of \$299.3 million in bond proceeds, including decreases of \$111.8 million from TMF bonds, \$97.8 million from Proposition 14 SHF bonds, and \$89.7 million from Proposition 12 GO bonds.
FEDERAL FUNDS	\$298,057,636	\$827,628,031	\$529,570,395	177.7%	
OTHER FUNDS	\$710,976,536	\$593,222,598	(\$117,753,938)	(16.6%)	

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
<b>RIGHT-OF-WAY ACQUISITION A.1.3</b>	<b>\$955,847,597</b>	<b>\$1,653,796,807</b>	<b>\$697,949,210</b>	<b>73.0%</b>	Increase of \$697.9 million in All Funds due to the following: - An increase of \$580.7 million in Federal Funds for highway planning and construction; - An increase of \$517.6 million in SHF; - An increase of \$120.0 million in TMF; and - A decrease of \$520.3 million in bond proceeds, including decreases of \$110.7 million from TMF bonds, \$110.9 million from Proposition 14 SHF bonds, and \$298.7 million from Proposition 12 GO bonds.
FEDERAL FUNDS	\$322,199,362	\$902,863,260	\$580,663,898	180.2%	
OTHER FUNDS	\$633,648,235	\$750,933,547	\$117,285,312	18.5%	
<b>CONSTRUCTION CONTRACTS A.1.4</b>	<b>\$3,451,286,854</b>	<b>\$2,588,591,310</b>	<b>(\$862,695,544)</b>	<b>(25.0%)</b>	Decrease of \$862.7 million in All Funds due to the following; - A decrease of \$49.8 million in Federal Funds for highway planning and construction; - An increase of \$26.1 million in SHF; - A decrease of \$213.6 million in TMF; and - A net decrease of \$625.4 million in bond proceeds, including decreases of \$271.4 million from TMF bonds, \$442.5 million from Proposition 12 GO bonds, and an increase of \$88.5 million from Proposition 14 SHF bonds.
FEDERAL FUNDS	\$1,736,153,116	\$1,686,344,934	(\$49,808,182)	(2.9%)	
OTHER FUNDS	\$1,715,133,738	\$902,246,376	(\$812,887,362)	(47.4%)	
<b>MAINTENANCE CONTRACTS A.1.5</b>	<b>\$6,348,625,058</b>	<b>\$6,663,260,144</b>	<b>\$314,635,086</b>	<b>5.0%</b>	Increase of \$314.6 million due to the following: - An increase of \$788.8 million in Federal Funds for highway planning and construction; - An increase of \$141.7 million in Proposition 14 SHF bond proceeds; - A decrease of \$416.9 million in SHF; and - A decrease of \$199.0 million in Proposition 12 GO bond proceeds.



Department of Transportation					
Funding Changes and Recommendations - House, by Strategy -- Supplemental					
Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
FEDERAL FUNDS	\$4,197,833,909	\$4,986,648,491	\$788,814,582	18.8%	
OTHER FUNDS	\$2,150,791,149	\$1,676,611,653	(\$474,179,496)	(22.0%)	
<b>PROPOSITION 1, 2014 A.1.6</b>	<b>\$1,632,073,000</b>	<b>\$2,205,895,140</b>	<b>\$573,822,140</b>	<b>35.2%</b>	Increase of \$573.8 million from Proposition 1 (2014) oil and natural gas severance tax related revenue allocations to the SHF for the construction and maintenance of and acquisition of rights-of-way for non-tolled roadways, including: - A decrease of \$424.2 million for projects started in prior fiscal years; and - An increase of \$998.0 million in estimated Proposition 1 revenue allocations for the 2018-19 biennium for the development and delivery of new projects.
OTHER FUNDS	\$1,632,073,000	\$2,205,895,140	\$573,822,140	35.2%	
<b>PROPOSITION 7, 2015 A.1.7</b>	<b>\$0</b>	<b>\$4,386,616,291</b>	<b>\$4,386,616,291</b>	<b>100.0%</b>	Increase of \$4.4 billion from Proposition 7 (2015) state sales tax allocations to the SHF beginning in fiscal year 2018 for construction and maintenance of and acquisition of rights-of-way for non-tolled roadways.
OTHER FUNDS	\$0	\$4,386,616,291	\$4,386,616,291	100.0%	

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
<b>CONSTRUCTION GRANTS &amp; SERVICES A.1.8</b>	<b>\$2,781,824,580</b>	<b>\$1,637,717,599</b>	<b>(\$1,144,106,981)</b>	<b>(41.1%)</b>	Decrease of \$1,114.1 million in All Funds due to the following: - A decrease of \$829.6 million for transportation improvement projects delivered through comprehensive development agreements and design-build contracts; - A decrease of \$146.0 million for TxDOT participation in local toll projects (toll equity); - A decrease of \$138.7 million for Transportation Infrastructure Fund grants to counties in areas affected by increased oil and gas production; - A decrease of \$101.0 million for loans through the State Infrastructure Bank; - A decrease of \$6.5 million in GO bond proceeds for Border Colonia Access Program grant projects; and - An increase of \$77.7 million for pass-through financing agreement reimbursement payments.
FEDERAL FUNDS	\$1,942,335,079	\$1,166,850,139	(\$775,484,940)	(39.9%)	
OTHER FUNDS	\$839,489,501	\$470,867,460	(\$368,622,041)	(43.9%)	
<b>Total, Goal A, PROJECT DEVELOPMENT AND DELIVERY</b>	<b>\$16,973,166,878</b>	<b>\$21,328,035,323</b>	<b>\$4,354,868,445</b>	<b>25.7%</b>	
FEDERAL FUNDS	\$8,904,215,142	\$9,985,297,249	\$1,081,082,107	12.1%	
OTHER FUNDS	\$8,068,951,736	\$11,342,738,074	\$3,273,786,338	40.6%	
<b>CONTRACTED ROUTINE MAINTENANCE B.1.1</b>	<b>\$1,465,395,454</b>	<b>\$1,431,182,656</b>	<b>(\$34,212,798)</b>	<b>(2.3%)</b>	Decrease of \$34.2 million in SHF due to the following: - A decrease of \$57.5 million for capital deferred maintenance of buildings and facilities; - An increase of \$6.0 million for replacement of radio communication towers; - An increase of \$17.3 million for routine transportation system maintenance performed by contractors.
OTHER FUNDS	\$1,465,395,454	\$1,431,182,656	(\$34,212,798)	(2.3%)	

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
<b>ROUTINE MAINTENANCE B.1.2</b>	<b>\$1,539,510,896</b>	<b>\$1,621,683,526</b>	<b>\$82,172,630</b>	<b>5.3%</b>	Increase of \$82.2 million in SHF due to the following: - An increase of \$59.9 million for routine maintenance activities performed by agency personnel; and - An increase of \$22.2 million for the acquisition of capital equipment and items.
OTHER FUNDS	\$1,539,510,896	\$1,621,683,526	\$82,172,630	5.3%	
<b>FERRY OPERATIONS B.1.3</b>	<b>\$94,651,931</b>	<b>\$96,186,000</b>	<b>\$1,534,069</b>	<b>1.6%</b>	Increase of \$1.5 million in SHF for operation of the agency's Port Aransas and Galveston - Port Bolivar ferry systems.
OTHER FUNDS	\$94,651,931	\$96,186,000	\$1,534,069	1.6%	
<b>Total, Goal B, ROUTINE SYSTEM MAINTENANCE</b>	<b>\$3,099,558,281</b>	<b>\$3,149,052,182</b>	<b>\$49,493,901</b>	<b>1.6%</b>	
OTHER FUNDS	\$3,099,558,281	\$3,149,052,182	\$49,493,901	1.6%	
<b>PUBLIC TRANSPORTATION C.1.1</b>	<b>\$195,552,032</b>	<b>\$201,195,368</b>	<b>\$5,643,336</b>	<b>2.9%</b>	Increase of \$5.6 million in All Funds due to the following: - A net increase of \$6.1 million for grants to small urban and rural transit providers, including an increase of \$11.7 million in Federal Funds offset by a decrease of \$5.6 million in SHF; and - A net decrease of \$0.5 million for other public transportation support activities, including a decrease of \$2.4 million in Federal Funds offset by an increase of \$1.9 million in SHF.
FEDERAL FUNDS	\$124,150,898	\$133,412,797	\$9,261,899	7.5%	
OTHER FUNDS	\$71,401,134	\$67,782,571	(\$3,618,563)	(5.1%)	
<b>TRAFFIC SAFETY C.2.1</b>	<b>\$121,969,952</b>	<b>\$121,610,565</b>	<b>(\$359,387)</b>	<b>(0.3%)</b>	Recommendations provide Federal Funds and SHF to coordinate the Texas Traffic Safety Program, distribute state and federal traffic safety grant funding, and maintain the Crash Records Information System (CRIS).

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

<b>Strategy/Fund Type/Goal</b>	<b>2016-17 Base</b>	<b>2018-19 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
GENERAL REVENUE FUNDS	\$1,500,000	\$1,500,000	\$0	0.0%	Recommendations continue \$1.5 million in funding from General Revenue - Insurance Maintenance Tax and Insurance Department Fees for ongoing maintenance of the CRIS.
FEDERAL FUNDS	\$102,153,091	\$101,420,565	(\$732,526)	(0.7%)	
OTHER FUNDS	\$18,316,861	\$18,690,000	\$373,139	2.0%	
<b>TRAVEL INFORMATION C.3.1</b>	<b>\$40,479,845</b>	<b>\$39,100,000</b>	<b>(\$1,379,845)</b>	<b>(3.4%)</b>	Recommendations provide SHF for the operation of 12 travel information centers, publishing and distribution of travel tourism information, providing highway condition information to the public, and publishing the Texas Highways Magazine.
OTHER FUNDS	\$40,479,845	\$39,100,000	(\$1,379,845)	(3.4%)	Decrease of \$1.4 million in SHF due to decreased postage and incidental costs related to distribution of travel and tourism information.
<b>RESEARCH C.4.1</b>	<b>\$53,711,233</b>	<b>\$48,518,848</b>	<b>(\$5,192,385)</b>	<b>(9.7%)</b>	Recommendations provide Federal Funds and SHF for transportation research and development performed in partnership with state-supported colleges and universities.
FEDERAL FUNDS	\$43,059,943	\$37,506,000	(\$5,553,943)	(12.9%)	Decrease in Federal Funds due to an increase of transportation research activity in fiscal year 2016.
OTHER FUNDS	\$10,651,290	\$11,012,848	\$361,558	3.4%	
<b>AVIATION SERVICES C.5.1</b>	<b>\$183,417,600</b>	<b>\$177,626,000</b>	<b>(\$5,791,600)</b>	<b>(3.2%)</b>	Decrease of \$5.8 million in All Funds due to the following: - A decrease of \$2.4 million in General Revenue from unexpended balances carried forward from the 2014-15 biennium for completion of an airport runway expansion project; and - A decrease of \$3.4 million in SHF primarily related to increased expenditures for aircraft parts and contract pilot services in fiscal year 2016 for the Flight Services program.
GENERAL REVENUE FUNDS	\$2,394,330	\$0	(\$2,394,330)	(100.0%)	
FEDERAL FUNDS	\$100,000,000	\$100,000,000	\$0	0.0%	

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
OTHER FUNDS	\$81,023,270	\$77,626,000	(\$3,397,270)	(4.2%)	
<b>GULF WATERWAY C.6.1</b>	<b>\$1,775,945</b>	<b>\$1,766,000</b>	<b>(\$9,945)</b>	<b>(0.6%)</b>	Recommendations provide SHF for administering the state's responsibility as the nonfederal sponsor of the Gulf Intracoastal Waterway from the Sabine River to Brownsville. Recommendations include \$1.3 million for the acquisition of sites for the disposal of dredged material.
OTHER FUNDS	\$1,775,945	\$1,766,000	(\$9,945)	(0.6%)	
<b>Total, Goal C, OPTIMIZE SERVICES AND SYSTEMS</b>	<b>\$596,906,607</b>	<b>\$589,816,781</b>	<b>(\$7,089,826)</b>	<b>(1.2%)</b>	
GENERAL REVENUE FUNDS	\$3,894,330	\$1,500,000	(\$2,394,330)	(61.5%)	
FEDERAL FUNDS	\$369,363,932	\$372,339,362	\$2,975,430	0.8%	
OTHER FUNDS	\$223,648,345	\$215,977,419	(\$7,670,926)	(3.4%)	
<b>RAIL PLAN/DESIGN/MANAGE D.1.1</b>	<b>\$6,500,812</b>	<b>\$7,566,864</b>	<b>\$1,066,052</b>	<b>16.4%</b>	Increase of \$1.1 million in SHF to biennialize salaries and wages for rail planning and management and operating expenses for the State Safety and Security Oversight program for rail fixed guideway public transportation systems at the fiscal year 2017 level.
OTHER FUNDS	\$6,500,812	\$7,566,864	\$1,066,052	16.4%	
<b>CONTRACT RAIL PLAN/DESIGN D.1.2</b>	<b>\$21,456,898</b>	<b>\$12,311,066</b>	<b>(\$9,145,832)</b>	<b>(42.6%)</b>	Decrease of \$9.1 million due to the following: - A decrease of \$1.4 million in General Revenue from unexpended balances carried forward from the 2014-15 biennium for Lone Star Rail Austin to San Antonio passenger rail planning activities; - A decrease of \$7.5 million in Federal Funds for passenger rail corridor studies; and - A decrease of \$0.2 million in SHF for contracted rail planning activities.
GENERAL REVENUE FUNDS	\$1,440,892	\$0	(\$1,440,892)	(100.0%)	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$19,449,539	\$11,911,066	(\$7,538,473)	(38.8%)	

Department of Transportation  
Funding Changes and Recommendations - House, by Strategy -- Supplemental

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
OTHER FUNDS	\$566,467	\$400,000	(\$166,467)	(29.4%)	
<b>RAIL CONSTRUCTION D.1.3</b>	<b>\$7,913,047</b>	<b>\$4,929,788</b>	<b>(\$2,983,259)</b>	<b>(37.7%)</b>	Decrease of \$3.0 million in All Funds primarily due to a decrease of \$2.9 million in General Revenue from unexpended balances carried forward from the 2014-15 biennium for rail construction and improvements on the South Orient Rail Line.
GENERAL REVENUE FUNDS	\$2,937,796	\$0	(\$2,937,796)	(100.0%)	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$0	\$0	\$0	0.0%	
OTHER FUNDS	\$4,975,251	\$4,929,788	(\$45,463)	(0.9%)	Recommendations maintain \$4.9 million in SHF for continuing the state subsidy for operation of the Amtrak Heartland Flyer passenger rail service from Fort Worth to Oklahoma City, Oklahoma.
<b>RAIL SAFETY D.1.4</b>	<b>\$2,424,804</b>	<b>\$2,424,804</b>	<b>\$0</b>	<b>0.0%</b>	Recommendations maintain \$2.4 million in fee-generated General Revenue for the Rail Safety program.
GENERAL REVENUE FUNDS	\$2,424,804	\$2,424,804	\$0	0.0%	
<b>Total, Goal D, ENHANCE RAIL TRANSPORTATION</b>	<b>\$38,295,561</b>	<b>\$27,232,522</b>	<b>(\$11,063,039)</b>	<b>(28.9%)</b>	
GENERAL REVENUE FUNDS	\$6,803,492	\$2,424,804	(\$4,378,688)	(64.4%)	
FEDERAL FUNDS	\$19,449,539	\$11,911,066	(\$7,538,473)	(38.8%)	
OTHER FUNDS	\$12,042,530	\$12,896,652	\$854,122	7.1%	
<b>CENTRAL ADMINISTRATION E.1.1</b>	<b>\$123,016,442</b>	<b>\$122,200,300</b>	<b>(\$816,142)</b>	<b>(0.7%)</b>	
OTHER FUNDS	\$123,016,442	\$122,200,300	(\$816,142)	(0.7%)	

Department of Transportation  
Funding Changes and Recommendations - House, by Strategy -- Supplemental

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
<b>INFORMATION RESOURCES E.1.2</b>	<b>\$276,710,307</b>	<b>\$293,904,030</b>	<b>\$17,193,723</b>	<b>6.2%</b>	Increase of \$17.2 million due to the following: - An increase of \$17.2 million for capital information technology replacements and upgrades; - An increase of \$10.5 million for consulting and legal services related to procurement of outsourced information technology staff services; - An increase of \$5.0 million in SHF for daily operations support, including increases for web hosting, cloud services, and biennializing salaries at the fiscal year 2017 level; - A decrease of \$6.3 million in SHF for Data Center Consolidation to reflect estimated costs to maintain current obligations; - A decrease of \$6.0 million for continuing Mainframe Modernization capital projects; - A decrease of \$0.6 million for ongoing maintenance and software licenses for the Centralized Accounting and Payroll/Personnel System; and - A decrease of \$2.6 million in General Revenue for one-time funding to implement contract reporting requirements pursuant to Senate Bill 20, 84th Legislature, 2015.
GENERAL REVENUE FUNDS	\$2,591,211	\$0	(\$2,591,211)	(100.0%)	
OTHER FUNDS	\$274,119,096	\$293,904,030	\$19,784,934	7.2%	
<b>OTHER SUPPORT SERVICES E.1.3</b>	<b>\$81,545,449</b>	<b>\$81,887,368</b>	<b>\$341,919</b>	<b>0.4%</b>	
OTHER FUNDS	\$81,545,449	\$81,887,368	\$341,919	0.4%	
<b>Total, Goal E, INDIRECT ADMINISTRATION</b>	<b>\$481,272,198</b>	<b>\$497,991,698</b>	<b>\$16,719,500</b>	<b>3.5%</b>	
GENERAL REVENUE FUNDS	\$2,591,211	\$0	(\$2,591,211)	(100.0%)	
OTHER FUNDS	\$478,680,987	\$497,991,698	\$19,310,711	4.0%	

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Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
<b>GENERAL OBLIGATION BONDS F.1.1</b>	<b>\$524,225,465</b>	<b>\$638,238,905</b>	<b>\$114,013,440</b>	<b>21.7%</b>	Increase of \$114.0 million includes a decrease of \$499.4 million in General Revenue offset by an increase of SHF - Proposition 7 for the repayment of principal and interest (debt service) on Proposition 12 GO bonds.
GENERAL REVENUE FUNDS	\$500,876,541	\$1,500,000	(\$499,376,541)	(99.7%)	Recommendations retain \$1.5 million in General Revenue for other financing and legal fees associated with the management of the Proposition 12 GO bond program.
FEDERAL FUNDS	\$23,348,924	\$23,355,196	\$6,272	0.0%	
OTHER FUNDS	\$0	\$613,383,709	\$613,383,709	100.0%	
<b>STATE HIGHWAY FUND BONDS F.1.2</b>	<b>\$778,377,722</b>	<b>\$858,325,160</b>	<b>\$79,947,438</b>	<b>10.3%</b>	Increase of \$79.9 million in SHF for debt service payments and other financing costs associated with the Proposition 14 bond program.
FEDERAL FUNDS	\$50,314,713	\$50,328,228	\$13,515	0.0%	
OTHER FUNDS	\$728,063,009	\$807,996,932	\$79,933,923	11.0%	
<b>TEXAS MOBILITY FUND BONDS F.1.3</b>	<b>\$758,614,274</b>	<b>\$820,839,513</b>	<b>\$62,225,239</b>	<b>8.2%</b>	Increase of \$62.2 million in TMF for debt service payments and other financing costs associated with the TMF bond program.
FEDERAL FUNDS	\$43,376,987	\$43,391,926	\$14,939	0.0%	
OTHER FUNDS	\$715,237,287	\$777,447,587	\$62,210,300	8.7%	
<b>OTHER DEBT SERVICE F.1.4</b>	<b>\$756,922,235</b>	<b>\$4,000,000</b>	<b>(\$752,922,235)</b>	<b>(99.5%)</b>	Decrease of \$752.9 million in SHF related to the repayment of short-term debt in fiscal year 2016.
OTHER FUNDS	\$756,922,235	\$4,000,000	(\$752,922,235)	(99.5%)	
<b>Total, Goal F, DEBT SERVICE PAYMENTS</b>	<b>\$2,818,139,696</b>	<b>\$2,321,403,578</b>	<b>(\$496,736,118)</b>	<b>(17.6%)</b>	
GENERAL REVENUE FUNDS	\$500,876,541	\$1,500,000	(\$499,376,541)	(99.7%)	
GR DEDICATED	\$0	\$0	\$0	0.0%	



**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- Supplemental**

Strategy/Fund Type/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
FEDERAL FUNDS	\$117,040,624	\$117,075,350	\$34,726	0.0%	Includes \$117.1 million in Federal Funds for bond interest payment subsidies on Proposition 12, Proposition 14, and TMF bonds issued under the Build America Bonds program.
OTHER FUNDS	\$2,200,222,531	\$2,202,828,228	\$2,605,697	0.1%	
<b>PLAN/DESIGN/MANAGE - SUBACCOUNT G.1.1</b>	<b>\$9,500,000</b>	<b>\$9,000,000</b>	<b>(\$500,000)</b>	<b>(5.3%)</b>	
OTHER FUNDS	\$9,500,000	\$9,000,000	(\$500,000)	(5.3%)	
<b>CONTRACTED PLAN/DESIGN - SUBACCOUNT G.1.2</b>	<b>\$9,000,000</b>	<b>\$8,000,000</b>	<b>(\$1,000,000)</b>	<b>(11.1%)</b>	
OTHER FUNDS	\$9,000,000	\$8,000,000	(\$1,000,000)	(11.1%)	
<b>RIGHT-OF-WAY - SUBACCOUNT G.1.3</b>	<b>\$27,207,441</b>	<b>\$25,026,714</b>	<b>(\$2,180,727)</b>	<b>(8.0%)</b>	
OTHER FUNDS	\$27,207,441	\$25,026,714	(\$2,180,727)	(8.0%)	
<b>CONSTRUCTION CONTRACTS - SUBACCOUNT G.1.4</b>	<b>\$693,080,429</b>	<b>\$230,286,000</b>	<b>(\$462,794,429)</b>	<b>(66.8%)</b>	
OTHER FUNDS	\$693,080,429	\$230,286,000	(\$462,794,429)	(66.8%)	
<b>Total, Goal G, DEVELOP TOLL SUBACCOUNT PROJECTS</b>	<b>\$738,787,870</b>	<b>\$272,312,714</b>	<b>(\$466,475,156)</b>	<b>(63.1%)</b>	Recommendations provide funding from toll revenue and concession fees deposited to dedicated toll project subaccounts in the SHF related to the Sam Rayburn Tollway, State Highway 161, and State Highway 130 (Segments 5 & 6) toll facilities.
OTHER FUNDS	\$738,787,870	\$272,312,714	(\$466,475,156)	(63.1%)	
<b>Grand Total, All Agency</b>	<b>\$24,746,127,091</b>	<b>\$28,185,844,798</b>	<b>\$3,439,717,707</b>	<b>13.9%</b>	
GENERAL REVENUE FUNDS	\$514,165,574	\$5,424,804	(\$508,740,770)	(98.9%)	
FEDERAL FUNDS	\$9,410,069,237	\$10,486,623,027	\$1,076,553,790	11.4%	
OTHER FUNDS	\$14,821,892,280	\$17,693,796,967	\$2,871,904,687	19.4%	

Department of Transportation  
Funding Changes and Recommendations - House, by Strategy -- 6 - State Highway Fund (SHF)

Strategy/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
Amounts reflect estimated SHF from traditional tax and fee revenue sources and exclude amounts from oil and natural gas severance tax related revenues (Proposition 1, 2014), state sales tax (Proposition 7, 2015), toll project and concession fee revenue, and bond proceeds.					
PLAN/DESIGN/MANAGE A.1.1	\$379,377,682	\$356,345,009	(\$23,032,673)	(6.1%)	
CONTRACTED PLANNING AND DESIGN A.1.2	\$410,034,000	\$473,188,950	\$63,154,950	15.4%	
RIGHT-OF-WAY ACQUISITION A.1.3	\$113,343,481	\$630,899,900	\$517,556,419	456.6%	
CONSTRUCTION CONTRACTS A.1.4	\$581,398,905	\$607,471,946	\$26,073,041	4.5%	
MAINTENANCE CONTRACTS A.1.5	\$1,844,630,586	\$1,427,757,784	(\$416,872,802)	(22.6%)	
PROPOSITION 1, 2014 A.1.6	\$0	\$0	\$0	0.0%	
PROPOSITION 7, 2015 A.1.7	\$0	\$0	\$0	0.0%	
CONSTRUCTION GRANTS & SERVICES A.1.8	\$407,949,593	\$379,530,910	(\$28,418,683)	(7.0%)	
<b>Total, Goal A, PROJECT DEVELOPMENT AND DELIVERY</b>	<b>\$3,736,734,247</b>	<b>\$3,875,194,499</b>	<b>\$138,460,252</b>	<b>3.7%</b>	
CONTRACTED ROUTINE MAINTENANCE B.1.1	\$1,465,395,454	\$1,431,182,656	(\$34,212,798)	(2.3%)	
ROUTINE MAINTENANCE B.1.2	\$1,539,510,896	\$1,621,683,526	\$82,172,630	5.3%	
FERRY OPERATIONS B.1.3	\$94,651,931	\$96,186,000	\$1,534,069	1.6%	
<b>Total, Goal B, ROUTINE SYSTEM MAINTENANCE</b>	<b>\$3,099,558,281</b>	<b>\$3,149,052,182</b>	<b>\$49,493,901</b>	<b>1.6%</b>	
PUBLIC TRANSPORTATION C.1.1	\$71,401,134	\$67,782,571	(\$3,618,563)	(5.1%)	
TRAFFIC SAFETY C.2.1	\$18,316,861	\$18,690,000	\$373,139	2.0%	
TRAVEL INFORMATION C.3.1	\$40,479,845	\$39,100,000	(\$1,379,845)	(3.4%)	
RESEARCH C.4.1	\$10,651,290	\$11,012,848	\$361,558	3.4%	
AVIATION SERVICES C.5.1	\$72,023,270	\$68,626,000	(\$3,397,270)	(4.7%)	
GULF WATERWAY C.6.1	\$1,775,945	\$1,766,000	(\$9,945)	(0.6%)	
<b>Total, Goal C, OPTIMIZE SERVICES AND SYSTEMS</b>	<b>\$214,648,345</b>	<b>\$206,977,419</b>	<b>(\$7,670,926)</b>	<b>(3.6%)</b>	
RAIL PLAN/DESIGN/MANAGE D.1.1	\$6,500,812	\$7,566,864	\$1,066,052	16.4%	

**Department of Transportation**  
**Funding Changes and Recommendations - House, by Strategy -- 6 - State Highway Fund (SHF)**

Strategy/Goal	2016-17 Base	2018-19 Recommended	Biennial Change	% Change	Comments
CONTRACT RAIL PLAN/DESIGN D.1.2	\$566,467	\$400,000	(\$166,467)	(29.4%)	
RAIL CONSTRUCTION D.1.3	\$4,975,251	\$4,929,788	(\$45,463)	(0.9%)	
RAIL SAFETY D.1.4	\$0	\$0	\$0	0.0%	
<b>Total, Goal D, ENHANCE RAIL TRANSPORTATION</b>	<b>\$12,042,530</b>	<b>\$12,896,652</b>	<b>\$854,122</b>	<b>7.1%</b>	
CENTRAL ADMINISTRATION E.1.1	\$123,016,442	\$122,200,300	(\$816,142)	(0.7%)	
INFORMATION RESOURCES E.1.2	\$274,119,096	\$293,904,030	\$19,784,934	7.2%	
OTHER SUPPORT SERVICES E.1.3	\$81,545,449	\$81,887,368	\$341,919	0.4%	
<b>Total, Goal E, INDIRECT ADMINISTRATION</b>	<b>\$478,680,987</b>	<b>\$497,991,698</b>	<b>\$19,310,711</b>	<b>4.0%</b>	
GENERAL OBLIGATION BONDS F.1.1	\$0	\$0	\$0	0.0%	
STATE HIGHWAY FUND BONDS F.1.2	\$728,063,009	\$807,996,932	\$79,933,923	11.0%	
TEXAS MOBILITY FUND BONDS F.1.3	\$0	\$0	\$0	0.0%	
OTHER DEBT SERVICE F.1.4	\$756,922,235	\$4,000,000	(\$752,922,235)	(99.5%)	
<b>Total, Goal F, DEBT SERVICE PAYMENTS</b>	<b>\$1,484,985,244</b>	<b>\$811,996,932</b>	<b>(\$672,988,312)</b>	<b>(45.3%)</b>	
PLAN/DESIGN/MANAGE - SUBACCOUNT G.1.1	\$0	\$0	\$0	0.0%	
CONTRACTED PLAN/DESIGN - SUBACCOUNT G.1.2	\$0	\$0	\$0	0.0%	
RIGHT-OF-WAY - SUBACCOUNT G.1.3	\$0	\$0	\$0	0.0%	
CONSTRUCTION CONTRACTS - SUBACCOUNT G.1.4	\$0	\$0	\$0	0.0%	
MAINTENANCE CONTRACTS - SUBACCOUNT G.1.5	\$0	\$0	\$0	0.0%	
<b>Total, Goal G, DEVELOP TOLL SUBACCOUNT PROJECTS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>	
<b>Grand Total, All Strategies</b>	<b>\$9,026,649,634</b>	<b>\$8,554,109,382</b>	<b>(\$472,540,252)</b>	<b>(5.2%)</b>	

**Texas Department of Transportation**  
**Summary of Federal Funds - House**  
(Dollar amounts in Millions)

Appendix B

Program	Est 2016	Bud 2017	Rec 2018	Rec 2019	2016-17 Base	2018-19 Rec	2018-19 Rec % Total	Recommended Over/(Under) Base	% Change from Base
Highway Planning and Construction	\$4,502.7	\$4,104.1	\$4,972.5	\$4,923.2	\$8,606.8	\$9,895.7	94.4%	\$1,288.9	15.0%
Transportation Infrastructure Finance & Innovation (TIFIA) Program	\$107.5	\$247.5	\$138.2	\$0.0	\$355.0	\$138.2	1.3%	(\$216.8)	(61.1%)
Build America Bonds Debt Service Subsidy	\$58.4	\$58.6	\$58.5	\$58.5	\$117.0	\$117.1	1.1%	\$0.0	0.0%
Airport Improvement Program	\$50.0	\$50.0	\$50.0	\$50.0	\$100.0	\$100.0	1.0%	\$0.0	0.0%
Rural Areas Formula Grants	\$46.0	\$46.0	\$49.1	\$50.5	\$92.1	\$99.6	0.9%	\$7.5	8.1%
State and Community Highway Safety Grants	\$27.6	\$27.6	\$29.4	\$29.5	\$55.2	\$58.9	0.6%	\$3.7	6.6%
National Priority Safety Programs	\$21.3	\$21.3	\$21.3	\$21.3	\$42.5	\$42.5	0.4%	\$0.0	0.0%
Enhanced Mobility of Seniors & Individuals with Disabilities	\$6.9	\$6.9	\$7.5	\$7.6	\$13.7	\$15.1	0.1%	\$1.3	9.7%
Bus and Bus Facilities Formula Program	\$7.5	\$7.5	\$7.5	\$7.5	\$14.9	\$14.9	0.1%	\$0.0	0.0%
Metropolitan and State Transportation Planning and Research	\$1.7	\$1.7	\$1.9	\$1.9	\$3.4	\$3.8	0.0%	\$0.4	13.0%
High Speed & Intercity Passenger Rail-Oklahoma City to South TX	\$0.4	\$0.4	\$0.4	\$0.4	\$0.8	\$0.8	0.0%	\$0.0	0.0%
High Speed & Intercity Passenger Rail- Express DFW to Houston	\$1.8	\$6.3	\$0.0	\$0.0	\$8.1	\$0.0	0.0%	(\$8.1)	(100.0%)
Highway Transportation Safety Administration Discretionary Grant	\$0.2	\$0.2	\$0.0	\$0.0	\$0.4	\$0.0	0.0%	(\$0.4)	(100.0%)
<b>TOTAL:</b>	<b>\$4,832.0</b>	<b>\$4,578.0</b>	<b>\$5,336.3</b>	<b>\$5,150.4</b>	<b>\$9,410.1</b>	<b>\$10,486.6</b>	<b>100.0%</b>	<b>\$1,076.6</b>	<b>11.4%</b>

**Texas Department of Transportation  
FTE Highlights - House**

**Appendix C**

<b>Full-Time-Equivalent Positions</b>	<b>Expended 2015</b>	<b>Estimated 2016</b>	<b>Budgeted 2017</b>	<b>Recommended 2018</b>	<b>Recommended 2019</b>
Cap	12,087.0	11,900.0	11,900.0	11,900.0	11,900.0
Actual/Budgeted	11,754.9	11,872.7	12,106.0	NA	NA
<i>Actual/Budgeted: Summer Hire Program</i>	<i>92.8</i>	<i>107.5</i>	<i>206.0</i>	<i>206.0</i>	<i>206.0</i>
<b>Schedule of Exempt Positions (Cap)</b>					
Executive Director, Group 8	\$292,500	\$299,813	\$299,813	\$299,813	\$299,813
Executive Leadership Position (5), Group 8	\$272,000	\$278,800	\$278,800	NA	NA
Commissioner (5)	\$16,395	\$16,805	\$16,805	\$16,805	\$16,805

**Notes:**

a) Expended 2015, Estimated 2016, and Budgeted 2017 Actual/Budgeted amounts include the TxDOT Summer Hire FTEs that are exempt from the FTE cap pursuant to Rider 13, Full-Time Equivalent: Summer Hire Program, 2016-17 General Appropriations Act, which authorizes up to 1,200.0 Summer Hire FTEs in the 3rd and 4th quarters of each fiscal year.

b) The Executive Leadership Positions were changed to classified positions during the 2016-17 biennium.

c) The agency is not requesting any changes to the Executive Director or Commissioner positions.

**Department of Transportation**  
**Summary of Ten Percent Biennial Base Reduction Options - House**

Priority	Item	Description/Impact	Biennial Reduction Amounts			Potential Revenue Loss	Reduction as % of Program GR/GR-D Total	Included in Introduced Bill?
			GR & GR-D	All Funds	FTEs			
1)	Aviation Services	Reduction in state grant funding for general aviation airport improvements.	\$239,434	\$239,434	0.0	\$0	89%	Yes
2)	Rail Project Planning and Design	Reduction in contracts for preliminary planning, design, and construction and environmental engineering for rail transportation infrastructure.	\$144,090	\$144,090	0.0	\$0	10%	Yes
3)	Construction Contracts for Rail Projects	Reduction in contracts for rail transportation infrastructure or facilities.	\$293,780	\$293,780	0.0	\$0	85%	Yes
4)	Rail Safety	Reduction in rail safety enforcement efforts through inspections, investigations, and safety assessments. The rail safety program is funded by fees on railroad operators. These fees are self-leveling, meaning fees will be adjusted to match the appropriations to the rail safety program.	\$242,480	\$242,480	0.0	\$0	10%	No
5)	Information Resources	Reduction in other operating expenses for information resources support.	\$211,964	\$211,964	0.0	\$0	8%	Yes
<b>TOTAL, 10% Reduction Options</b>			<b>\$1,131,748</b>	<b>\$1,131,748</b>	<b>0.0</b>	<b>\$0</b>		