

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

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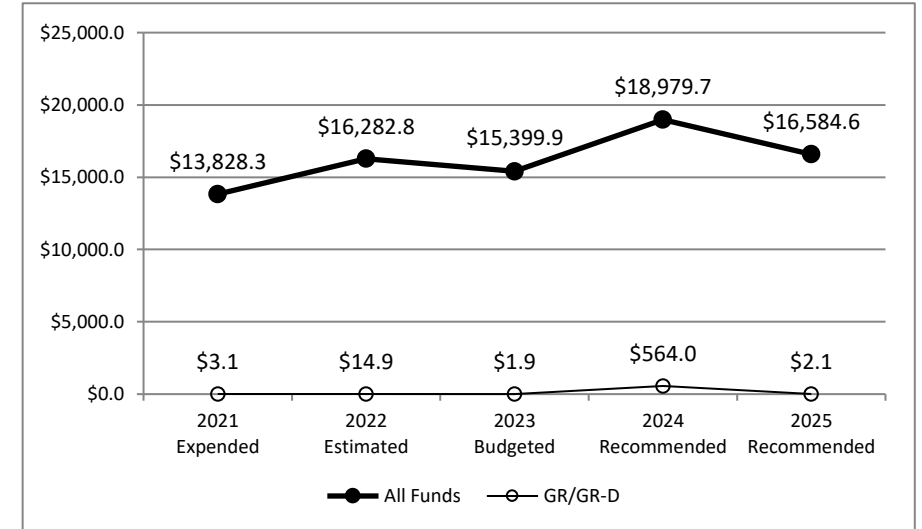
Marc D. Williams, Executive Director

Thomas Galvan, LBB Analyst

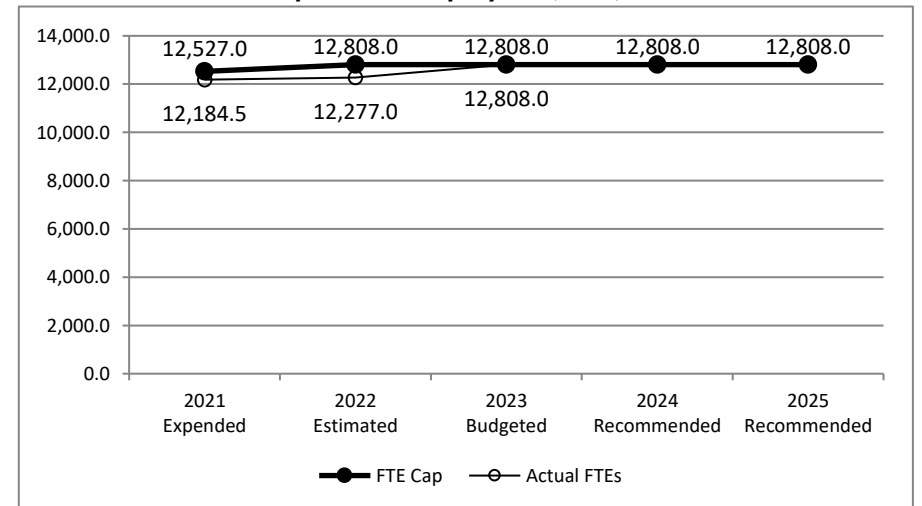
Method of Financing	2022-23 Base	2024-25 Recommended	Biennial Change (\$)	Biennial Change (%)
General Revenue Funds	\$15,368,595	\$564,597,585	\$549,228,990	3,573.7%
GR Dedicated Funds	\$1,460,436	\$1,460,436	\$0	0.0%
<b>Total GR-Related Funds</b>	<b>\$16,829,031</b>	<b>\$566,058,021</b>	<b>\$549,228,990</b>	<b>3,263.6%</b>
Federal Funds	\$10,413,568,312	\$12,839,176,159	\$2,425,607,847	23.3%
Other	\$21,252,286,029	\$22,159,076,324	\$906,790,295	4.3%
<b>All Funds</b>	<b>\$31,682,683,372</b>	<b>\$35,564,310,504</b>	<b>\$3,881,627,132</b>	<b>12.3%</b>

	FY 2023 Budgeted	FY 2025 Recommended	Biennial Change	Percent Change
FTEs	12,808.0	12,808.0	0.0	0.0%

**Historical Funding Levels (Millions)**



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



The bill pattern for this agency (2024-25 Recommended) represents an estimated 93.1% of the agency's estimated total available funds for the 2024-25 biennium.

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

Funding Changes and Recommendations for the 2024-25 Biennium compared to the 2022-23 Base Spending Level (in millions)	General Revenue	GR-Dedicated	Federal Funds	Other Funds	All Funds	Strategy in Appendix A
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***SIGNIFICANT Funding Changes and Recommendations (each issue is explained in Section 3 and additional details are provided in Appendix A):***

1)	Increase in All Funds for highway planning/design, right-of-way, financing, construction, and maintenance.	\$0.0	\$0.0	\$2,475.9	\$745.5	\$3,221.5	A.1.1; A.1.2; A.1.3; A.1.4; A.1.5; A.1.6; B.1.1; B.1.2; Goal G Strategies
2)	Increase in General Revenue for maritime port capital improvement projects and to capitalize the Ship Channel Improvement Revolving Fund.	\$550.0	\$0.0	\$0.0	\$0.0	\$550.0	A.1.6
3)	Net increase for capital facilities construction, deferred maintenance, land acquisition.	\$12.0	\$0.0	\$0.0	\$30.6	\$42.6	B.1.1; C.5.1
4)	Net decrease for Austin Campus Consolidation TPFA financing and lease payments.	\$0.0	\$0.0	\$0.0	(\$68.6)	(\$68.6)	E.1.1
5)	Net decrease for capital information resource technology, cybersecurity, legacy modernization, and Data Center Services.	\$0.0	\$0.0	\$0.0	(\$16.8)	(\$16.8)	A.1.1; E.1.2
6)	Net increase for acquisition of capital equipment and vehicles.	\$0.0	\$0.0	\$0.0	\$16.0	\$16.0	A.1.1; B.1.2
7)	Increase for bond debt service payments.	\$0.0	\$0.0	(\$2.3)	\$15.6	\$13.3	Goal F Strategies

***OTHER Funding Changes and Recommendations (these issues are not addressed in Section 3 but details are provided in Appendix A):***

A)	Net increase in All Funds for Public Transportation, includes decrease of one-time COVID-19 relief funds for non-urban area transit formula programs (\$35.2 million) offset by an increase in regular federal program apportionments (\$44.1 million).	\$0.0	\$0.0	\$8.9	\$13.6	\$22.5	C.1.1
B)	Net decrease in All Funds for Aviation Services including 1) one-time GR for McKinney National Airport; 2) one-time Federal Funds from COVID-19 relief grants for general aviation airports; and 3) expenditure of unexpended balances of Other Funds carried forward from 2020-21.	(\$13.0)	\$0.0	(\$20.7)	(\$46.5)	(\$80.1)	C.5.1

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

<b>Funding Changes and Recommendations for the 2024-25 Biennium compared to the 2022-23 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>
C)	Net decrease in All Funds for Rail Transportation, including decreases in Federal Funds from regular federal sources and SB 8 supplemental appropriations of COVID-19 State Fiscal Recovery Funds for one-time costs for construction of the South Orient Rail Line customs inspection station at Presidio.	\$0.0	\$0.0	(\$32.2)	\$2.3	(\$29.9)	Goal D Strategies
D)	Net increase in All Funds for Central Administration, Information Resources, and Other Support Services	\$0.0	\$0.0	(\$2.1)	\$63.9	\$61.8	Goal E Strategies
E)	Net increase in All Funds for other transportation modes, services, and systems.	\$0.0	\$0.0	(\$2.0)	\$12.6	\$10.6	B.1.3; C.2.1; C.3.1; C.4.1; C.6.1
F)	Increase for a general state employee salary increase.	\$0.2	\$0.0	\$0.0	\$138.4	\$138.6	H.1.1
<b>TOTAL SIGNIFICANT &amp; OTHER Funding Changes and Recommendations (in millions)</b>		<b>\$549.2</b>	<b>\$0.0</b>	<b>\$2,425.6</b>	<b>\$906.8</b>	<b>\$3,881.6</b>	As Listed
<i>SIGNIFICANT &amp; OTHER Funding Increases</i>		\$562.2	\$0.0	\$2,484.9	\$1,038.6	\$4,077.0	As Listed
<i>SIGNIFICANT &amp; OTHER Funding Decreases</i>		(\$13.0)	\$0.0	(\$59.3)	(\$131.8)	(\$195.4)	As Listed

NOTE: Totals may not sum due to rounding.

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

1. **Highway Project Development, Construction, and Maintenance.** Recommendations provide \$30.5 billion in All Funds for highway project planning and design, right-of-way acquisition, financing, construction, and maintenance for the 2024–25 biennium. This represents a biennial increase of \$3.2 billion from the estimated 2022–23 base. The summary table below shows the biennial changes in the recommended funding levels compared to the 2022-23 base by method of financing.

<b>Method of Financing (In Millions)</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>
Federal COVID-19 Relief	\$627.9	\$462.4	(\$165.5)
Federal Reimbursements	\$9,189.2	\$11,830.6	\$2,641.4
State Highway Funds	\$17,353.8	\$18,065.2	\$711.4
Texas Mobility Fund	\$122.4	\$157.4	\$35.0
Other Sources	\$0.9	\$0.0	(\$0.9)
<b>Total, All Funds</b>	<b>\$27,294.2</b>	<b>\$30,515.7</b>	<b>\$3,221.5</b>

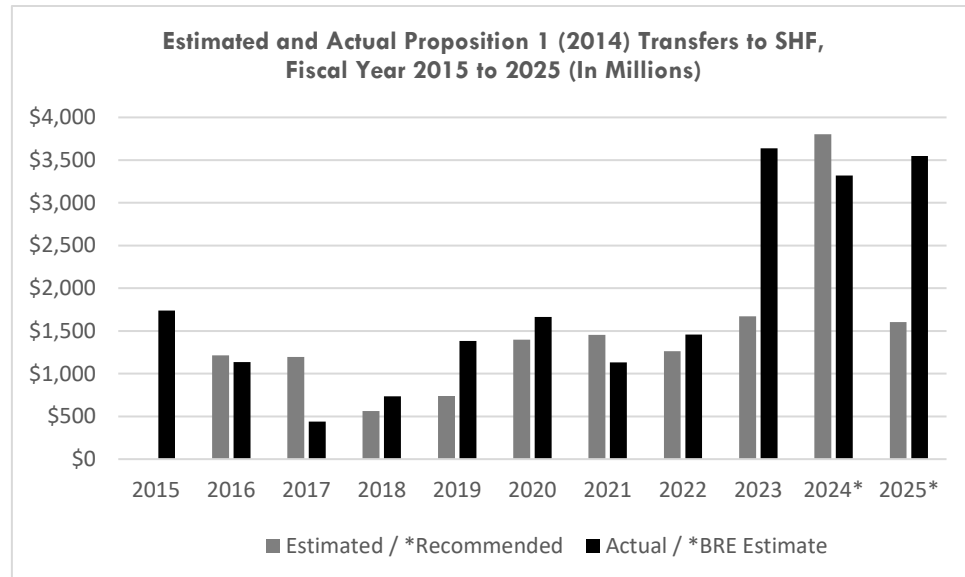
Note: Totals may not sum due to rounding.

2. **Federal Funds and Federal-aid Highway Funding.** Recommendations include \$12.8 billion in Federal Funds based on the estimated amounts in agency’s LAR for the 2024–25 biennium for a net increase of \$2.4 billion from all federal program sources. The Federal Funds total includes the agency’s estimate of \$12.3 billion in federal reimbursements for federal-aid eligible highway planning and construction expenditures during the 2024–25 biennium, which is a net increase of \$2.4 billion from the agency’s 2022–23 estimated funding level. Under the federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021, (CRRSAA) the state was apportioned \$967.7 million in Highway Infrastructure Program (HIP) funds for federal fiscal year 2021. Recommendations for the 2024–25 biennium include \$462.4 million for the continuing expenditure of CRRSSA–HIP funds in alignment with the agency’s request. Recommendations also include the agency’s estimate of \$11.9 billion in Federal Reimbursements from regular federal-aid highway program apportionments for the 2024–25 biennium for an increase of \$2.6 billion over the 2022–23 budgeted levels.

The federal Infrastructure Investment and Jobs Act, 2021, (IIJA) authorizes funding for various highway and bridge, public transit, and aviation programs for federal fiscal years 2022 to 2026. The agency’s LAR for the 2024–25 biennium did not specify any amounts of IIJA funds included in the requested Federal Funds amounts. However, the agency attributes the increases in Federal Funds across all programs to base funding increases included in IIJA.

3. **State Highway Fund No. 006 – Proposition 1, 2014.** Recommendations provide \$5.4 billion for the 2024–25 biennium from Proposition 1 (2014) oil and natural gas severance tax-related deposits to the State Highway Fund (SHF) for non-tolled roadway project development and delivery, an increase of \$678.7 million from the estimated 2022–23 base. The recommendations reflect the agency’s estimates for Proposition 1 revenue transfers to the SHF for the 2024–25 biennium, including \$3.8 billion for fiscal year 2024 based on the Comptroller’s July 2022 Revised Certification Revenue Estimate (Revised CRE) for oil and natural gas production tax revenue collections for fiscal year 2023 and \$1.6 billion for fiscal year 2025 based on a 10-year historical average transfer amount. The Comptroller’s January 2023 Biennial Revenue Estimate (BRE) estimates \$6.9 billion in Proposition 1 revenue transfers to the SHF for the 2024–25 biennium (\$3.3 billion in FY 2024; \$3.6 billion in FY 2025).

In previous legislative sessions, the Legislature has established a SHF-Proposition 1 appropriation amount in the agency’s bill pattern that aligns with the Comptroller’s Biennial Revenue Estimate for the prospective biennium. The table below compares the estimated amounts of SHF-Proposition 1 transfers included in the agency’s appropriations bill pattern to the actual transfers to the SHF for fiscal years 2015 to 2023 and estimated transfers for the 2024–25 biennium. A total of \$13.3 billion in revenue has been transferred to the SHF through fiscal year 2023 since Proposition 1 (2014) took effect in fiscal year 2015.



Note: The 2014–15 GAA did not include an estimated appropriation from SHF-Proposition 1 (2014) funds.

4. **State Highway Fund No. 006 – Proposition 7, 2015.** Recommendations provide \$6.2 billion for the 2024–25 biennium from Proposition 7 (2015) state sales tax revenue and motor vehicle sales and rental taxes allocations to the SHF, including \$5.6 billion for non-tolled roadway project development and delivery costs and \$529.9 million for the repayment of principal and interest on Proposition 12 Highway Improvement General Obligation (GO) bonds.

The Texas Constitution requires the Comptroller to deposit to the SHF the first \$2.5 billion of state sales tax collected in excess of \$28.0 billion in a fiscal year, and 35 percent of the revenue collected from state motor vehicle sales and rental taxes that exceed \$5.0 billion in each fiscal year. The Proposition 7 (2015) amounts included in the 2024–25 recommendations reflect the agency’s estimated revenue allocations of \$5.0 billion (\$2.5 billion each fiscal year) from state sales taxes and \$1.2 billion (\$543.6 million in FY 2024; \$635.5 million in FY 2025). The Comptroller’s January 2023 BRE estimates \$5.0 billion in state sales tax deposits (\$2.5 billion each fiscal year) and \$1.4 billion in motor vehicle sales and rental tax deposits (\$692.1 million in FY 2024; \$740.6 million in FY 2025). In previous legislative sessions, the Legislature has established a SHF-Proposition 7 appropriation amount in the agency’s bill pattern that aligns with the Comptroller’s Biennial Revenue Estimate for the prospective biennium.

5. **Maritime Capital Improvement Funding.** Recommendations provide \$550.0 million in General Revenue Funds for the 2024–25 biennium for maritime transportation infrastructure projects, including:
- \$400.0 million to capitalize the GR-Dedicated Ship Channel Improvement Revolving Fund Account No. 5167 for financing loans to non-federal sponsors of eligible Texas Ship channel improvement projects, which would be financed and implemented in partnership with the U.S. Army Corps of Engineers (see Rider Highlights, New Rider #46); and
  - \$150.0 million to fund maritime port capital improvement projects recommended by the Texas Port Authority Advisory Committee, such as multimodal connectivity enhancements, port expansion, and replacement of outdated and failing maritime port facilities.
6. **Capital Facilities Construction, Deferred Maintenance, and Land Acquisition.** Recommendations provide \$295.0 million in All Funds (\$283.0 million in SHF and \$12.0 million in General Revenue) and capital budget authority for the 2024–25 biennium for capital facilities projects, a net increase of \$42.6 million from the 2022–23 budgeted level, including \$233.6 million for construction of new and replacement building and facilities, \$37.4 million for deferred maintenance, and \$11.0 million for acquisition of land and other real property for construction of buildings and facilities. Recommendations also provide \$13.0 million in SHF and new capital budget authority for facilities construction for eight radio tower replacement projects to address aging and failing facilities and equipment.

The agency’s Capital Expenditure Plan included in the Department of Transportation’s *Strategic Plan for Fiscal Years 2023 to 2027* includes 52 new construction projects with a total cost of \$510.7 million for the five-year period. These new construction projects consist mostly of replacements of facilities considered substandard or obsolete due to facility age and condition. In alignment with the agency’s request for the 2024–25 biennium, recommendations provide \$233.6 million for facilities construction, including \$13.3 million for expansion and additions to existing facilities (four projects), \$12.0 million in General Revenue for construction of a new hangar and ramp rehabilitation at the agency’s Flight Services facility in Austin, and \$208.3 million for replacement of 20 engineer and maintenance facilities statewide with an average age of 61 years.

7. **Austin Campus Consolidation – Revenue Bonds and Lease Payments.** Recommendations include a net decrease of \$84.9 million in Revenue Bond proceeds (Other Funds) from Texas Public Finance Authority (TPFA) revenue bonds or other obligations authorized to be issued on behalf of TxDOT in the 2020-21 and 2022–23 biennia for constructing and equipping the agency’s new Austin campus. The agency reports that approximately \$325.7 million of the \$326.0 million Revenue Bond authority has been issued. Recommendations provide continuing authority in the 2024–25 biennium for TPFA to issue any amount of unissued revenue bonds or other obligations remaining at the end of the 2022–23 biennium to finance the project.

Recommendations provide \$42.1 million in SHF for the 2024–25 biennium for lease payments to TPFA for debt service payments on the Revenue Bonds other obligations issued for the Austin Campus Consolidation project (increase of \$16.4 million from the 2022–23 base) in alignment with TPFA’s debt service estimates for the biennium.

8. **Capital Information Resource Technology, Centralized Accounting and Personnel/Payroll System (CAPPS), and Data Center Services.**

- a. **Acquisition of Information Resources Technologies, Cybersecurity, and Legacy Modernization.** Recommendations provide \$222.0 million in SHF and capital budget authority for the agency’s ongoing information technology, cybersecurity, and legacy modernization initiatives (a net decrease of \$47.5 million from the 2022–23 budgeted levels). The biennial funding decrease is due primarily to completion of the Modernize Portfolio, Project and Workflow Management (MPPM) project (\$34.0 million decrease) and decreases for cybersecurity initiatives (\$10.5 million). The table below compares the amounts included in the 2024–25 recommendations compared to the 2022-23 budgeted levels for Information Resources Technologies, Cybersecurity, and Legacy Modernization capital budget items.

<b>Capital Information Resource Technology Funding Changes</b>			
<b>State Highway Funds (In Millions)</b>	<b>2022-23</b>	<b>2024-25</b>	<b>Biennial Change</b>
	<b>Base</b>	<b>Recommended</b>	
Enterprise Information Management	\$31.5	\$24.3	(\$7.2)
Information Systems and Modernization	\$64.9	\$75.1	\$10.2
PC Replacement	\$9.1	\$10.1	\$0.9
Technology Replacements and Upgrades	\$61.3	\$55.4	(\$5.9)
Cybersecurity Initiatives	\$52.1	\$41.7	(\$10.5)
Legacy Modernization	\$16.5	\$15.5	(\$1.0)
MPPM	\$34.0	\$0.0	(\$34.0)
<b>Total</b>	<b>\$269.5</b>	<b>\$222.0</b>	<b>(\$47.5)</b>

Note: Totals may not sum due to rounding.

- b. **CAPPS.** Recommendations provide \$24.1 million in SHF and capital budget authority for the 2024–25 biennium for ongoing CAPPS maintenance, upgrades, and improvements (decrease of \$4.3 million from the 2022–23 budgeted levels). TxDOT is a CAPPS Hub agency and is responsible for the costs of ongoing maintenance and updates to the system and related Financial and HR/Payroll applications.
- c. **Data Center Services (DCS).** Recommendations include \$120.5 million in SHF for the 2024–25 biennium, an increase of \$34.9 million from the 2022–23 budgeted levels, to align with the Department of Information Resources’ (DIR) estimate to maintain current DCS obligations (\$97.4 million for the biennium) and additional DCS component costs for agency initiatives primarily related to the agency’s TxTag application development project and onboarding of Software as a Service contracts to align with Texas Administrative Code changes for the DCS program (\$23.1 million for the biennium).

9. **Capital Equipment and Transportation Items.**

- a. **Capital Equipment and Items.** Recommendations provide \$181.7 million in SHF and capital budget authority for acquisition of capital equipment and items, an increase of \$43.3 million from 2022–23 budgeted levels, for scheduled replacement of capital equipment used for highway system maintenance and engineering.
- b. **Transportation Items.** Recommendations include a decrease of \$27.3 million in SHF and capital budget authority from the 2022–23 funding levels for Transportation Items. Recommendations do not include funding and capital budget authority for acquisition of Transportation Items for the 2024–25 biennium.

10. **Bond Debt Service.** Recommendations include \$2.2 billion in All Funds for the 2024–25 biennium for bond debt service payments for Proposition 12 Highway Improvement GO bonds, Proposition 14 SHF Revenue Bonds, and Texas Mobility Fund bonds (a net increase of \$12.8 million from the 2022–23 budgeted levels). Recommendations include \$2.1 billion from state funds and \$117.6 million in Federal Funds (decrease of \$2.3 million from 2022–23) to provide interest payment subsidies on debt service payments for bonds issued under the Build America Bonds program. The agency has issued all authorized debt for the Proposition 12 and Proposition 14 bond programs. Issuance of Texas Mobility Fund 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 certified estimated of TMF revenue. The Bond Debt Service table below provides a comparison of the recommended funding levels to the 2022–23 budgeted amounts for debt service payments from state funding sources for each bond program. The Bond Program Summary table shows the amounts of debt authorized and issued, outstanding principal, and total principal and interest repayments remaining for each program as of August 31, 2022.

<b>Bond Debt Service (in Millions)</b>	<b>2022–23 Base</b>	<b>2024–25 Recommended</b>	<b>Biennial Change</b>	<b>MOF</b>
Proposition 12 GO Bonds	\$546.3	\$529.9	(\$16.4)	SHF - Prop. 7
Proposition 14 SHF Bonds	\$785.3	\$787.7	\$2.4	SHF
Texas Mobility Fund Bonds	\$739.5	\$768.5	\$29.0	TMF
	<b>\$2,071.1</b>	<b>\$2,086.2</b>	<b>\$15.1</b>	

Notes: Totals may not sum due to rounding.  
 (1) Totals may not sum due to rounding.  
 (2) Amounts exclude SHF for short-term borrowing facilities (\$0.5 million in 2022-23; \$1.0 million in 2024-25).

<b>Bond Program Summary (In Millions)</b>				
<b>Program</b>	<b>Year Authorized</b>	<b>Total Authorized and Issued</b>	<b>Principal Outstanding</b>	<b>Remaining Repayments</b>
Texas Mobility Fund	2001	\$7,390.6	\$5,801.5	\$8,669.9
Proposition 14 SHF	2003	\$6,000.0	\$3,213.9	\$4,055.8
Proposition 12 GO	2009	\$5,000.0	\$3,340.8	\$4,907.8

Notes:  
 (1) Amounts represent total debt authorized and issued, outstanding principal, and repayments remaining as of August 31, 2022.  
 (2) Remaining repayment amounts include repayments of outstanding principal plus estimated interest payments on fixed-rate and variable-rate debt through fiscal year 2046.

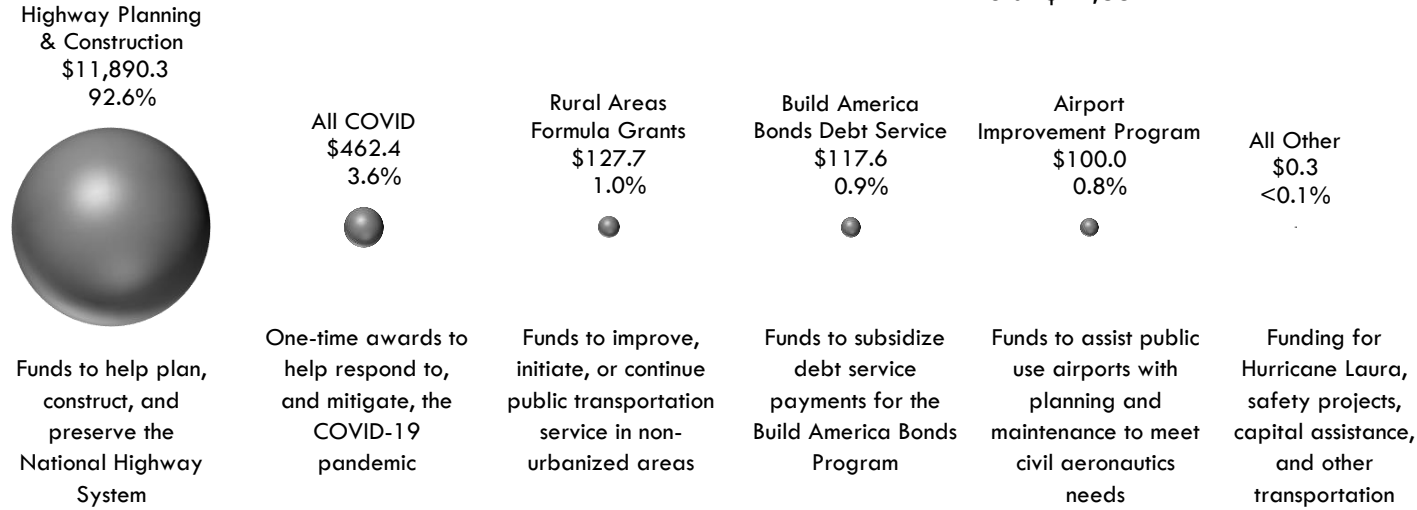
Source: TxDOT Annual Issuer Report Prepared for the Bond Review Board for the Period Ending August 31, 2022.



11. **Budget Structure Changes.** LBB and Governor’s Office staff approved changes to TxDOT’s appropriations bill pattern structure for the 2024–25 biennium to remove current Strategies A.1.6, Proposition 1, 2014, and A.1.7, Proposition 7, 2015, under Goal A, Project Development and Delivery. The 2024–25 recommendations allocate SHF Proposition 1 (2014) and Proposition 7 (2015) funds among other existing Strategies in Goal A for contracted planning and design, acquisition of rights-of-way, and construction and maintenance contracts in alignment with the agency appropriations request. (See also Rider Highlights, Modified Riders #35 and #36.)

**Department of Transportation**  
 Summary of Federal Funds (2024-25) - House

**Total \$12,839.2M**



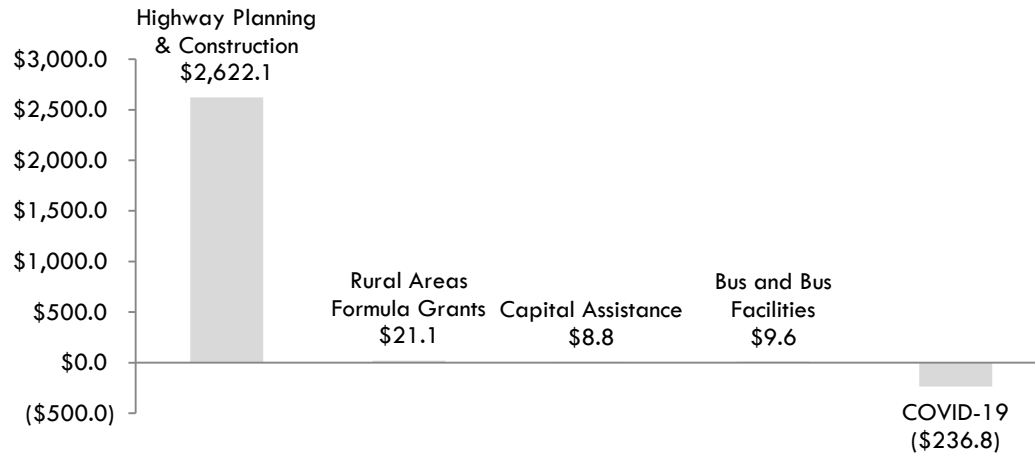
**Selected Federal Fiscal and Policy Issues**

Federal Funds estimates include an increase of \$2.6 billion for Highway Planning & Construction and \$21.1 million for Rural Area Formula Grants. New increases within the biennium are generally attributable to increased appropriations made by the IJA.

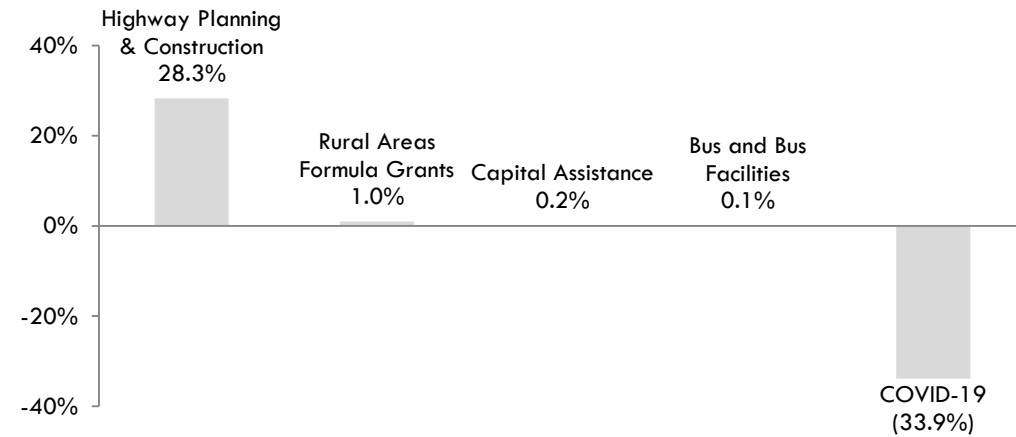
Federal funds estimates include a decrease of \$236.8 million in COVID-19 grants. COVID-19 federal awards are one-time awards to help respond to, and mitigate, the COVID-19 pandemic.

**Programs with Significant Federal Funding Changes from 2022-23**

**Program Change-by Amount (In Millions)**



**Program Change-by Percentage**



**Department of Transportation  
Rider Highlights - House**

**Modification of Existing Riders**

2. **Capital Budget.** Recommendations amend the rider to align with funding recommendations for the 2024–25 biennium, including removal of capital budget authority for the Modernize Portfolio, Project and Workflow Management (MPPM) item and Transportation Items; modification of authority for Acquisition of Land and Other Real Property, Acquisition of Information Resource Technologies, Acquisition of Capital Equipment and Items, Data Center Consolidation, and Centralized Accounting and Payroll/Personnel System (CAPPS) projects; and addition of authority for items under Construction of Buildings and Facilities, Repair or Rehabilitation of Buildings and Facilities, Cybersecurity, and Legacy Modernization. (See also Selected Fiscal and Policy Issues #6, #8, and #9.)
35. **Proposition 1 Appropriations.** Recommendations amend the rider to specify the amounts appropriated from Proposition 1 (2014) oil and natural gas tax related transfers to the State Highway Fund (SHF) in each fiscal year and to revise the allocation of these funds among Strategies to reflect budget structure changes for the 2024–25 biennium. (See also Fiscal and Policy Issues #3 and #11.)
36. **Proposition 7 Appropriations.** Recommendations amend the rider to specify the amounts appropriated from Proposition 7 (2015) state sales tax and motor vehicle sales and rental tax related transfers to the SHF in each fiscal year and to revise the allocation of these funds among Strategies to reflect budget structure changes for the 2024–25 biennium. (See also Fiscal and Policy Issues #4 and #11.)
40. **Unexpended Balances Appropriation: Construction of Buildings and Facilities, Repair or Rehabilitation of Buildings and Facilities, and Acquisition of Land and Other Real Property.** Recommendations amend this rider to include unexpended balance appropriation authority for any capital budget appropriations for Acquisition of Land and Other Real Property remaining at the end of the 2022–23 biennium (estimated to be \$0) to ensure continued funding in the event of delays in land acquisition projects. (See also Fiscal and Policy Issues #6.)
41. **Austin Campus Consolidation.** Recommendations amend the rider to continue authorization for the Texas Public Finance Authority (TPFA) to issue any remaining revenue bonds previously authorized by the Legislature for financing the Austin Campus Consolidation project and to update the amount of State Highway Fund appropriations included in 2024-25 recommendations for the purpose of making lease payments to TPFA based on TPFA's estimates for bond debt service payments on these revenue bonds in each year of the 2024–25 biennium. (See also Selected Fiscal and Policy Issues #6.)

**New Riders**

46. **Appropriation for Ship Channel Improvement Revolving Loan Program.** Recommendations add a new rider to require the transfer of \$400.0 million in General Revenue Funds appropriated in Strategy A.1.6, Construction Grants and Services, to the GR-Dedicated Ship Channel Improvement Revolving Fund Account No. 5167 (GR-D Account 5167) and appropriate those monies in GR-D Account 5167 to implement the Ship Channel Improvement Revolving Loan Program. (See Selected Fiscal and Policy Issues #5.)

**Deleted Riders**

45. **Human Trafficking Signage.** Recommendations delete this rider specifying that \$200,000 in State Highway Funds appropriated in Strategy C.3.1, Travel Information, are for the installation of signage at certain transportation hubs regarding services for and assistance available to victims of human trafficking. This rider is a provision continued from the 2020–21 GAA, which appropriated \$200,000 in General Revenue Funds for this purpose. The agency reports that it created posters and signs and acrylic holders in fiscal year 2021 that have been at TxDOT Safety Rest Areas. A specific allocation of funding is no longer necessary for this purpose because the production and installation of additional and replacement signage could be absorbed within the recommended funding levels for the 2024–25 biennium.

46. **Unexpended Balance Appropriation: Improvements to the McKinney National Airport.** Recommendations delete this rider that appropriates in the 2022–23 biennium any unexpended balances of General Revenue Fund appropriations remaining from the 2020–21 biennium for the McKinney National Airport improvement project. The agency anticipates project construction to be completed in fiscal year 2023.
48. **Contingency for House Bill 2637 or Senate Bill 763.** Recommendations delete this rider that requires the agency to use appropriated funds to support the Urban Air Mobility Advisory Committee established by the enactment of Senate Bill 763, Eighty-seventh Legislature, Regular Session, 2021. The advisory committee has issued the report to the Transportation Commission and the Legislature as required by the legislation and will be abolished on January 1, 2023.
49. **Ector County Airport Runway.** Recommendations delete this rider requiring the agency to allocate \$15.0 million from any eligible source of appropriations in Strategy A.5.1, Aviation Services, to fund the extension of the runway at the Ector County Airport. The Ector County Commissioners Court, by resolution, declined acceptance of the Rider 49 funding allocation in July 2021.
50. **Emergency and First Responder Airport Facilities.** Recommendations delete this rider requiring the agency to allocate \$5.0 million from available funding sources in Strategy A.5.1, Aviation Services, for hangar expansion at the South Texas International Airport for facilities used by the Department of Public Safety and other law enforcement entities for emergency response. The agency reports that the project is on schedule to be completed by the end of fiscal year 2023.

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

	2024-25 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2026-27
	GR & GR-D	All Funds	FTEs			

**Agency Exceptional Items Not Included (in agency priority order)**

1)	<p>Increase FTE cap by 349.0 FTEs each fiscal year to manage increases in transportation project development and letting and increased federal funding from the Infrastructure Investment and Jobs Act (IIJA) of 2021 IIJA and to provide additional FTE capacity for positions focused on traffic safety, assistance in emergency operations, and cybersecurity. Request includes:</p> <ul style="list-style-type: none"> <li>• 181.0 FTEs in A.1.1, Plan/Design/Manage;</li> <li>• 80.0 FTEs in B.1.2, Routine Maintenance;</li> <li>• 24.0 FTEs in B.1.3, Ferry Operations;</li> <li>• 3.0 FTEs in C.1.1, Public Transportation;</li> <li>• 8.0 FTEs in C.2.1, Traffic Safety;</li> <li>• 3.0 FTEs in C.4.1, Research;</li> <li>• 5.0 FTEs in C.5.1, Aviation Services;</li> <li>• 6.0 FTEs in D.1.1, Rail Plan/Design/Manage;</li> <li>• 25.0 FTEs in E.1.1, Central Administration;</li> <li>• 7.0 FTEs in E.1.2, Information Resources; and</li> <li>• 7.0 FTEs in E.1.3, Other Support Services.</li> </ul> <p>No additional funding is requested for the additional FTEs.</p>	\$0	\$0	349.0	No	No	\$0
2)	<p>General Revenue Funds to increase funding for the Airport Facilities Development Program (\$84.0 million) and the Routine Airport Maintenance Program (\$10.0 million), which support 278 Texas' general aviation airports.</p>	\$94,000,000	\$94,000,000	0.0	No	No	\$94,000,000
3)	<p>General Revenue Funds to increase funding for grants to support rural and urban transit districts to adjust for the 2020 census outcomes and maintain public transit program per capita funding at 2010 levels.</p>	\$7,540,000	\$7,540,000	0.0	No	No	\$7,540,000

**Agency Rider Requests Not Included**

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

		2024-25 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2026-27
		GR & GR-D	All Funds	FTEs			
4)	Amend Rider 3, Transfer Authority, to increase discretionary authority from five percent to 10 percent among Strategies specified in the rider for contracted planning and design, right-of-way acquisition, and construction and maintenance contracts.	\$0	\$0	0.0	No	No	\$0
5)	Delete Rider 14, Reporting Requirements, Subsection (h) Toll Project Revenue and Funds Report.	\$0	\$0	0.0	No	No	\$0
6)	Amend Rider 14, Reporting Requirements, to add new Subsection (I). Project Tracker, to allow all reports to the Legislature outlined in Rider 14 to be satisfied by Project Tracker on TxDOT's website to the extent possible.	\$0	\$0	0.0	No	No	\$0
7)	Amend Rider 18, Additional Funds, to remove the State Highway Fund (SHF) Proposition 1 (2014) and Proposition 7 (2015) methods of finance from the rider to allow TxDOT to spend additional revenue above the estimated appropriations for each fiscal year without prior written approval from LBB and the Governor.	\$0	\$0	0.0	No	No	\$0
8)	Amend Rider 35, Proposition 1 Appropriations, to remove informational text specifying the estimated amount of prior years' SHF Proposition 1 unexpended balances included in the 2024-25 appropriations and to add new subsection (b) to require written notification to LBB and Governor of (1) increases or decreases in the amounts of SHF Proposition 1 funds estimated to be available during the biennium and (2) TxDOT's proposed use and projected impacts of any additional SHF Proposition 1 funds available above the amounts estimated for the biennium.	\$0	\$0	0.0	No	No	\$0
9)	Amend Rider 36, Proposition 7 Appropriations, to add new subsection (c) to require written notification to LBB and Governor of (1) increases or decreases in the amounts of SHF Proposition 7 funds estimated to be available during the biennium and (2) TxDOT's proposed use and projected impacts of any additional SHF Proposition 7 funds available above the amounts estimated for the biennium.	\$0	\$0	0.0	No	No	\$0

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

	2024-25 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2026-27
	GR & GR-D	All Funds	FTEs			
<b>TOTAL Items Not Included in Recommendations</b>	<b>\$101,540,000</b>	<b>\$101,540,000</b>	<b>349.0</b>			<b>\$101,540,000</b>

**Department of Transportation  
Appendices - House**

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**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

<b>Strategy/Goal</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
PLAN/DESIGN/MANAGE A.1.1	\$1,021,221,748	\$1,137,511,978	\$116,290,230	11.4%	Increase of \$116.3 million in All Funds includes: <ul style="list-style-type: none"> <li>• a net increase of \$122.6 million in All Funds for transportation planning, design, and management operations, including an increase of \$404.3 million in Federal Funds offset by a decrease of \$281.7 million in Other Funds from the State Highway Funds (SHF);</li> <li>• a reallocation of \$40.3 million in SHF for increased information technology support costs for daily operations;</li> <li>• a reallocation of \$2.1 million in SHF for increases in acquisition of capital equipment in support of planning and engineering operations.</li> <li>• a decrease of \$34.0 million in SHF due to completion of the Modernize Portfolio, Project and Workflow Management (MPPM) capital information technology project; and</li> <li>• a decrease of \$14.7 million in SHF for acquisition of transportation items (trucks, automobiles, and related equipment)</li> </ul>
CONTRACTED PLANNING AND DESIGN A.1.2	\$2,236,106,206	\$2,800,000,000	\$563,893,794	25.2%	Increase of \$563.9 million in All Funds for outsourced transportation planning and design includes: <ul style="list-style-type: none"> <li>• an increase of \$316.1 million in Federal Funds from reimbursements for highway planning and construction expenditures;</li> <li>• an increase of \$235.4 million in SHF; and</li> <li>• an increase of \$12.5 million in Other Funds from the Texas Mobility Funds (TMF).</li> </ul>
RIGHT-OF-WAY ACQUISITION A.1.3	\$2,684,960,473	\$2,798,791,915	\$113,831,442	4.2%	Net increase of \$113.8 million in All Funds includes: <ul style="list-style-type: none"> <li>• an increase of \$488.1 million in Federal Funds from reimbursements for highway planning and construction expenditures;</li> <li>• an increase of \$20.1 million in TMF; and</li> <li>• a decrease of \$394.4 million in SHF.</li> </ul>

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

<b>Strategy/Goal</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
CONSTRUCTION CONTRACTS A.1.4	\$9,323,087,810	\$9,337,352,601	\$14,264,791	0.2%	Net increase of \$14.3 million in All Funds includes: <ul style="list-style-type: none"> <li>• an increase of \$249.3 million in SHF;</li> <li>• a decrease of \$195.9 million in Federal Funds, including a decrease of \$165.5 million from COVID-19 relief funds for surface transportation programs and \$30.4 million from regular federal reimbursements for highway planning and construction expenditures; and</li> <li>• a decrease of \$39.2 million in TMF.</li> </ul>
MAINTENANCE CONTRACTS A.1.5	\$7,831,764,153	\$9,296,675,247	\$1,464,911,094	18.7%	Increase of \$1,464.9 million in All Funds includes: <ul style="list-style-type: none"> <li>• an increase of \$1,429.3 million in Federal Funds from reimbursements for highway planning and construction expenditures; and</li> <li>• an increase of \$35.6 million in State Highway Funds.</li> </ul>
CONSTRUCTION GRANTS & SERVICES A.1.6	\$250,642,322	\$1,193,171,756	\$942,529,434	376.0%	A net increase of \$942.5 million in All Funds includes: <ul style="list-style-type: none"> <li>• an increase of \$550.0 million in General Revenue in new funding for maritime port capital improvement projects (\$150.0 million) and capitalizing the Ship Channel Improvement Revolving Fund (\$400.0 million);</li> <li>• an increase of \$300.0 million in SHF for the State Infrastructure Bank program;</li> <li>• an increase of \$72.0 million in All Funds for Toll Equity funding, including increases of \$68.0 million in Federal Funds and \$4.0 million in SHF;</li> <li>• an increase of \$41.7 million in TMF for County Transportation Infrastructure Fund grant disbursements for county transportation infrastructure projects in areas of the state impacted by oil and natural gas production activity, and</li> <li>• a net decrease of \$21.2 million for Pass-through Financing Agreements, including a decrease of \$34.1 million in SHF offset by an increase of \$12.9 million in Federal Funds from reimbursements for highway planning and construction expenditures.</li> </ul>
<b>Total, Goal A, PROJECT DEVELOPMENT AND DELIVERY</b>	<b>\$23,347,782,712</b>	<b>\$26,563,503,497</b>	<b>\$3,215,720,785</b>	<b>13.8%</b>	

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

<b>Strategy/Goal</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
CONTRACTED ROUTINE MAINTENANCE B.1.1	\$2,022,995,311	\$2,385,409,213	\$362,413,902	17.9%	Increase \$362.4 million in All Funds includes: <ul style="list-style-type: none"> <li>• a net increase of \$331.8 million for contracted routine transportation system maintenance, including an increase of \$332.4 million in SHF and a decrease of \$0.7 million in Other Funds from Appropriated Receipts from the sale of surplus property in the 2022-23 biennium; and</li> <li>• an increase of \$30.6 million in SHF for capital facilities projects for construction of buildings and facilities, deferred maintenance, and acquisition of land and other real property.</li> </ul>
ROUTINE MAINTENANCE B.1.2	\$1,647,406,927	\$2,116,451,098	\$469,044,171	28.5%	Increase of \$469.0 million in All Funds includes: <ul style="list-style-type: none"> <li>• a net increase of \$440.4 million in All Funds for road maintenance materials, personnel, and operating expenses for in-house routine transportation system maintenance, including an increase of \$440.6 million in SHF offset by a decrease of \$0.2 million in Appropriated Receipts from the sale of surplus property in 2022-23;</li> <li>• an increase of \$41.1 million in SHF for acquisition of capital equipment; and</li> <li>• a decrease of \$12.5 million in SHF for capital transportation items (medium/light duty trucks).</li> </ul>
FERRY OPERATIONS B.1.3	\$100,186,410	\$104,673,672	\$4,487,262	4.5%	Increase of \$4.5 million in SHF for operation of the agency's Port Aransas and Galveston-Port Bolivar ferry systems primarily due to agency anticipated inflationary increases in fuel and operating expenses.
<b>Total, Goal B, ROUTINE SYSTEM MAINTENANCE</b>	<b>\$3,770,588,648</b>	<b>\$4,606,533,983</b>	<b>\$835,945,335</b>	<b>22.2%</b>	

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

<b>Strategy/Goal</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
PUBLIC TRANSPORTATION C.1.1	\$245,347,737	\$267,877,129	\$22,529,392	9.2%	Net increase of \$22.5 million in All Funds includes: <ul style="list-style-type: none"> <li>• an increase of \$44.1 million in Federal Funds for public transportation grant programs from the agency's regular federal program apportionments;</li> <li>• an increase of \$13.0 million in TMF for state funded public transportation grants;</li> <li>• a net increase of \$0.6 million in SHF for public transportation program administration and grants; and</li> <li>• a decrease of \$35.2 million in Federal Funds from COVID-19 relief funds for the Non-Urbanized Area Formula Grant and Enhanced Mobility of Seniors and Persons with Disabilities programs.</li> </ul>
TRAFFIC SAFETY C.2.1	\$124,056,323	\$127,280,520	\$3,224,197	2.6%	Net increase of \$3.2 million includes: <ul style="list-style-type: none"> <li>• increases of \$4.9 million in SHF and \$2.6 million in Federal Funds for support of state and community highway safety planning and coordination; and</li> <li>• a decrease of \$4.3 million in All Funds for traffic safety grants, including decreases of \$2.7 million in Federal Funds and \$1.6 million in SHF.</li> </ul>
TRAVEL INFORMATION C.3.1	\$39,104,279	\$40,593,877	\$1,489,598	3.8%	Recommendations provide SHF for the operation of 12 Travel Information Centers, publishing and distribution of tourism and travel information, and publishing the Texas Highways Magazine. Increase of \$1.5 million is due to agency anticipated inflationary increases in the costs for Texas Highway Magazine production and Travel Information Centers operations.
RESEARCH C.4.1	\$53,265,677	\$54,681,852	\$1,416,175	2.7%	Recommendations provide Federal Funds and SHF for research and development performed in partnership with state-supported colleges and universities. Net increase of \$1.4 million includes an increase of \$3.3 million in SHF offset by a decrease \$1.9 million in Federal Funds primarily due to completion of a one-time federal grant for Automated Driving System research in 2022-23.

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

<b>Strategy/Goal</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
AVIATION SERVICES C.5.1	\$261,334,600	\$193,239,208	(\$68,095,392)	(26.1%)	Net decrease of \$68.1 million in All Funds includes: <ul style="list-style-type: none"> <li>• a decrease of \$49.4 million in SHF due primarily to the budgeted expenditure of unexpended balances of appropriations for aviation grants carried forward from the 2020-21 biennium;</li> <li>• a decrease of \$20.7 million in Federal Funds from federal COVID-19 relief grants for general aviation airports;</li> <li>• a decrease of \$13.0 million in General Revenue Fund unexpended balances of appropriations carried forward from 2020-21 for the completion of the McKinney Airport improvement project in 2022-23;</li> <li>• an increase of \$12.0 million in General Revenue for new hangar construction and ramp rehabilitation at the TxDOT Flight Services facility in Austin; and</li> <li>• an increase of \$3.0 million in TMF for state aviation grants for airport capital improvement projects.</li> </ul>
GULF WATERWAY C.6.1	\$2,169,575	\$2,189,514	\$19,939	0.9%	Recommendations provide SHF for administering the state's responsibility as the nonfederal sponsor of the Gulf Intracoastal Waterway from the Sabine River to the Brownsville Ship Channel.
<b>Total, Goal C, OPTIMIZE SERVICES AND SYSTEMS</b>	<b>\$725,278,191</b>	<b>\$685,862,100</b>	<b>(\$39,416,091)</b>	<b>(5.4%)</b>	
RAIL PLAN/DESIGN/MANAGE D.1.1	\$4,735,845	\$7,074,200	\$2,338,355	49.4%	Increase of \$2.3 million in SHF for state rail transportation planning activities primarily due to restoration of lapsed funding from the 2022-23 biennium and the agency's anticipated return to pre-pandemic levels of activity in the 2024-25 biennium.
CONTRACT RAIL PLAN/DESIGN D.1.2	\$6,230,002	\$7,000,000	\$769,998	12.4%	Increase of \$0.8 million in Federal Funds for contracted rail planning activities.
RAIL CONSTRUCTION D.1.3	\$37,929,788	\$4,929,788	(\$33,000,000)	(87.0%)	Decrease of \$33.0 million in Federal Funds related to design and construction of the South Orient Railroad customs inspection station at Presidio, including decreases of \$17.5 million from regular federal highway planning and construction funds and \$15.5 million in COVID-19 State Fiscal Recovery Funds appropriated for the project in SB 8, Eighty-seventh Legislature, Third Called Session, 2021.
RAIL SAFETY D.1.4	\$2,416,118	\$2,416,118	\$0	0.0%	Recommendations maintain \$2.4 million in fee-generated General Revenue for the Rail Safety program.
<b>Total, Goal D, ENHANCE RAIL TRANSPORTATION</b>	<b>\$51,311,753</b>	<b>\$21,420,106</b>	<b>(\$29,891,647)</b>	<b>(58.3%)</b>	

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

<b>Strategy/Goal</b>	<b>2022-23 Base</b>	<b>2024-25 Recommended</b>	<b>Biennial Change</b>	<b>% Change</b>	<b>Comments</b>
CENTRAL ADMINISTRATION E.1.1	\$267,440,391	\$226,051,579	(\$41,388,812)	(15.5%)	<p>Net decrease of \$41.4 million in All Funds includes:</p> <ul style="list-style-type: none"> <li>• a decrease of \$84.9 million in Other Funds from Revenue Bond Proceeds for constructing and equipping facilities under the agency's Austin Campus Consolidation project;</li> <li>• an increase of \$16.4 million in SHF for lease payments to the Texas Public Finance Authority (TPFA) for debt service payments on TPFA Revenue Bonds issued for the Austin Campus Consolidation project;</li> <li>• a net increase of \$12.9 million in All Funds for operating costs, including an increase of \$14.2 million in SHF offset by a decrease of \$1.3 million in Federal Funds, for agency anticipated inflationary cost increases and potential workplace setup costs for moving into new locations such as the agency's new Austin campus;</li> <li>• an increase of \$8.1 million in SHF due to the reallocation of funding for CAPPs upgrades and improvements to Central Administration from E.1.2, Information Resources; and</li> <li>• an increase of \$6.1 million for personnel and operating expenses for two years at full staffing levels and professional fees and services for agency strategic workforce initiatives to fill vacant positions throughout the state.</li> </ul>

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

Strategy/Goal	2022-23 Base	2024-25 Recommended	Biennial Change	% Change	Comments
INFORMATION RESOURCES E.1.2	\$511,026,352	\$555,468,276	\$44,441,924	8.7%	Net increase of \$44.4 million in All Funds includes: <ul style="list-style-type: none"> <li>• a net increase of \$35.4 million in All Funds, including an increase of \$36.2 million in SHF offset by a decrease of \$0.8 million in Federal Funds, to support increases in agency wide information resources support for daily operations and provide funding for two years at full staffing levels;</li> <li>• an increase of \$34.9 million in SHF for Data Center Services in alignment with the Department of Information Resources' forecast of costs to maintain current DCS obligations and implement new agency initiatives in 2024-25;</li> <li>• a decrease of \$12.4 million in SHF for CAPPs, including reallocation of \$8.1 million to Central Administration for upgrades and improvements;</li> <li>• a decrease of \$10.5 million in SHF for Cybersecurity Initiatives capital projects;</li> <li>• a decrease of \$2.0 million for Acquisition of Information Resource Technologies capital projects; and</li> <li>• a decrease of \$1.0 million in SHF for Legacy Modernization capital projects.</li> </ul>
OTHER SUPPORT SERVICES E.1.3	\$89,738,845	\$97,065,530	\$7,326,685	8.2%	Increase of \$7.3 million in SHF for agency anticipated inflationary cost increases for materials and operations and to provide funding for two years at full staffing in 2024-25.
<b>Total, Goal E, INDIRECT ADMINISTRATION</b>	<b>\$868,205,588</b>	<b>\$878,585,385</b>	<b>\$10,379,797</b>	<b>1.2%</b>	
GENERAL OBLIGATION BONDS F.1.1	\$568,490,554	\$551,000,000	(\$17,490,554)	(3.1%)	Decrease of \$17.5 million in All Funds for debt service payments on Proposition 12 (2007) Highway Improvement GO Bonds, including decreases of \$16.4 million in SHF-Proposition 7 (2015) revenue and \$1.1 million in Federal Funds from Build America Bonds (BABs) interest payment subsidies.
STATE HIGHWAY FUND BONDS F.1.2	\$837,825,260	\$838,000,000	\$174,740	0.0%	Net increase of \$0.2 million for debt service payments on Proposition 14 (2003) SHF Revenue Bonds includes a decrease of \$2.2 million in Federal Funds from BABs interest payment subsidies offset by an increase of \$2.4 million in SHF.
TEXAS MOBILITY FUND BONDS F.1.3	\$784,700,666	\$814,809,000	\$30,108,334	3.8%	Increase of \$30.1 million in All Funds for TMF Bond debt service payments, including increases of \$29.0 million in TMF and \$1.1 million in Federal Funds from BABs interest payment subsidies.

**Department of Transportation  
Funding Changes and Recommendations by Strategy - House -- ALL FUNDS**

Strategy/Goal	2022-23 Base	2024-25 Recommended	Biennial Change	% Change	Comments
OTHER DEBT SERVICE F.1.4	\$500,000	\$1,000,000	\$500,000	100.0%	Recommendations maintain the 2022-23 appropriated level of SHF for agreements for short-term lending facilities. Increase is due to lapsed appropriations in 2022 because no short-term borrowing capacity was used.
<b>Total, Goal F, DEBT SERVICE PAYMENTS</b>	<b>\$2,191,516,480</b>	<b>\$2,204,809,000</b>	<b>\$13,292,520</b>	<b>0.6%</b>	
PLAN/DESIGN/MANAGE - SUBACCOUNT G.1.1	\$9,000,000	\$9,000,000	\$0	0.0%	
CONTRACTED PLAN/DESIGN - SUBACCOUNT G.1.2	\$8,000,000	\$8,000,000	\$0	0.0%	
RIGHT-OF-WAY - SUBACCOUNT G.1.3	\$25,000,000	\$25,000,000	\$0	0.0%	
CONSTRUCTION CONTRACTS - SUBACCOUNT G.1.4	\$686,000,000	\$423,000,000	(\$263,000,000)	(38.3%)	Decrease of \$263.0 million from SHF dedicated toll and concession fee funding based on the agency's budgeted level of construction contract expenditures for the 2024-25 biennium.
<b>Total, Goal G, DEVELOP TOLL SUBACCOUNT PROJECTS</b>	<b>\$728,000,000</b>	<b>\$465,000,000</b>	<b>(\$263,000,000)</b>	<b>(36.1%)</b>	
SALARY ADJUSTMENTS H.1.1	\$0	\$138,596,433	\$138,596,433	100.0%	Increases of \$138.4 million in SHF and \$0.2 million in General Revenue for a general state employee salary increase.
<b>Total, Goal H, SALARY ADJUSTMENTS</b>	<b>\$0</b>	<b>\$138,596,433</b>	<b>\$138,596,433</b>	<b>100.0%</b>	
<b>Grand Total, All Strategies</b>	<b>\$31,682,683,372</b>	<b>\$35,564,310,504</b>	<b>\$3,881,627,132</b>	<b>12.3%</b>	



**Texas Department of Transportation  
Summary of Federal Funds - House  
(In Millions)**

<b>Program</b>	<b>Est 2022</b>	<b>Bud 2023</b>	<b>Rec 2024</b>	<b>Rec 2025</b>	<b>2022-23 Base</b>	<b>2024-25 Rec</b>	<b>2024-25 Rec % Total</b>	<b>Recommended Over/(Under) Base</b>	<b>% Change from Base</b>
Highway Planning and Construction	\$4,661.5	\$4,606.7	\$5,707.0	\$6,183.3	\$9,268.2	\$11,890.3	<b>92.6%</b>	<b>\$2,622.1</b>	<b>28.3%</b>
Rural Areas Formula Grants	\$52.8	\$53.8	\$63.2	\$64.5	\$106.6	\$127.7	<b>1.0%</b>	<b>\$21.1</b>	<b>19.8%</b>
Debt Service Subsidy - Build America Bonds	\$58.5	\$61.4	\$59.7	\$57.9	\$119.9	\$117.6	<b>0.9%</b>	<b>(\$2.3)</b>	<b>(1.9%)</b>
Airport Improvement Program	\$50.0	\$50.0	\$50.0	\$50.0	\$100.0	\$100.0	<b>0.8%</b>	<b>\$0.0</b>	<b>0.0%</b>
State and Community Highway Safety	\$26.9	\$27.8	\$27.7	\$27.0	\$54.7	\$54.7	<b>0.4%</b>	<b>\$0.0</b>	<b>0.0%</b>
National Priority Safety Programs	\$19.8	\$19.5	\$19.4	\$20.1	\$39.3	\$39.6	<b>0.3%</b>	<b>\$0.2</b>	<b>0.6%</b>
Cap. Assistance Programs for Elderly/Dis.	\$7.7	\$7.9	\$12.1	\$12.3	\$15.6	\$24.4	<b>0.2%</b>	<b>\$8.8</b>	<b>56.5%</b>
Bus and Bus Facilities Formula Program	\$3.5	\$3.5	\$8.3	\$8.3	\$7.0	\$16.6	<b>0.1%</b>	<b>\$9.6</b>	<b>137.1%</b>
Rail Fixed Guideway State Safety Oversight	\$1.3	\$1.3	\$2.8	\$2.8	\$2.7	\$5.6	<b>0.0%</b>	<b>\$2.9</b>	<b>110.9%</b>
COVID-19 Grants <sup>1</sup>	\$412.2	\$287.1	\$269.8	\$192.6	\$699.3	\$462.4	<b>3.6%</b>	<b>(\$236.8)</b>	<b>(33.9%)</b>
All Other Grants <sup>2</sup>	\$0.2	\$0.2	\$0.2	\$0.2	\$0.3	\$0.3	<b>0.0%</b>	<b>(\$0.0)</b>	<b>(1.3%)</b>
<b>TOTAL:</b>	<b>\$5,294.4</b>	<b>\$5,119.2</b>	<b>\$6,220.1</b>	<b>\$6,619.0</b>	<b>\$10,413.6</b>	<b>\$12,839.2</b>	<b>100.0%</b>	<b>\$2,425.6</b>	<b>23.3%</b>

<sup>1</sup> COVID-19 Grants include State Fiscal Recovery Funds, Enhanced Mobility Funds, Airport Improvement Funds, Surface Transportation Funds, and Rural Areas Formula Funds. Senate Bill 8, Eighty-seventh Legislature, Third Called Session, appropriated \$15.5 million to the Presidio Customs Inspection Station.

<sup>2</sup> All Other Grants include funding for Hurricane Laura, Public Assistance Grants, safety projects, and state planning and research.

**Department of Transportation  
FTE Highlights - House**

Full-Time-Equivalent Positions	Expended 2021	Estimated 2022	Budgeted 2023	Recommended 2024	Recommended 2025
Cap	12,527.0	12,808.0	12,808.0	12,808.0	12,808.0
Actual/Budgeted	12,184.5	12,277.0	12,808.0	NA	NA
<i>Actual/Budgeted Summer Hire Program</i>	<i>150.7</i>	<i>164.5</i>	<i>300.0</i>	<i>300.0</i>	<i>300.0</i>

Schedule of Exempt Positions					
Executive Director, Group 9	\$202,739	\$344,000	\$344,000	\$344,000	\$344,000
Commissioner (5)	\$16,805	\$16,805	\$16,805	\$16,805	\$16,805

Notes:

- a) The Full-Time-Equivalent (FTE) Caps for fiscal years 2021 to 2025 and the Expended 2021, Estimated 2022, and Budgeted 2023 Actual/Budgeted FTE amounts exclude TxDOT Summer Hire FTEs that are exempt from the FTE cap pursuant to Rider 13, Full-Time Equivalent: Summer Hire Program, 2022-23 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 State Auditor's Office Report, *Executive Compensation at State Agencies* (Report 22-706, August 2022) indicates an average market salary of \$307,108 for the Executive Director position at the Department of Transportation. The agency is not requesting changes to its exempt positions.
- c) The State Auditor's Office is the source for the FY 2021 and FY 2022 annual average (actual) FTE levels.