

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

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Method of Financing	2020-21 Base	2022-23 Recommended	Biennial Change (\$)	Biennial Change (%)
General Revenue Funds	\$18,597,726	\$2,416,118	(\$16,181,608)	(87.0%)
GR Dedicated Funds	\$0	\$1,460,436	\$1,460,436	100.0%
<i>Total GR-Related Funds</i>	<i>\$18,597,726</i>	<i>\$3,876,554</i>	<i>(\$14,721,172)</i>	<i>(79.2%)</i>
Federal Funds	\$12,239,505,310	\$9,839,344,682	(\$2,400,160,628)	(19.6%)
Other	\$20,554,267,845	\$20,510,828,463	(\$43,439,382)	(0.2%)
All Funds	\$32,812,370,881	\$30,354,049,699	(\$2,458,321,182)	(7.5%)

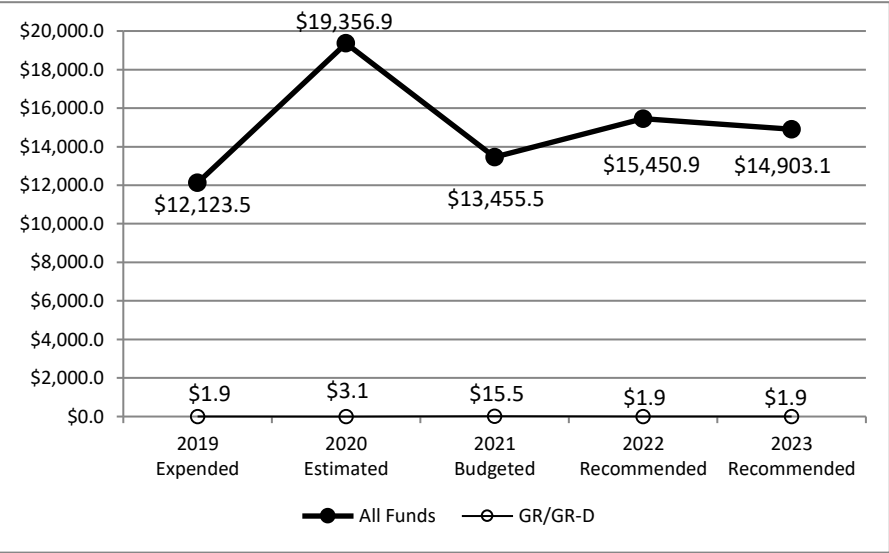
	FY 2021 Budgeted	FY 2023 Recommended	Biennial Change	Percent Change
FTEs	12,827.0	12,527.0	(300.0)	(2.3%)

Agency Budget and Policy Issues and/or Highlights

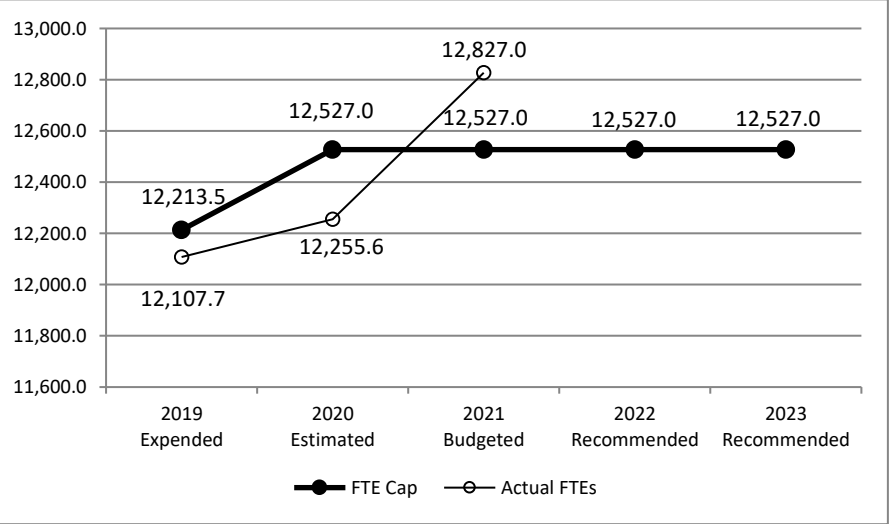
- 1) FY 2020 estimated funding includes \$2,084.8 million in Other Funds from State Highway Fund (SHF) - Proposition 7 (2015) appropriation balances carried forward from the 2018-19 biennium.
- 2) FY 2021 budgeted funding reflects adjustments to the 2020-21 Base, including:
 - (a) a decrease of \$332.4 million in SHF - Proposition 1 (2014) funds to reflect actual transfers to the SHF for FY 2021; and
 - (b) a decrease \$1,348.3 million in SHF - Proposition 7 (2015) funds due to the estimated timing of transfer of this portion of the \$2.5 billion state sales tax allocation to the SHF from FY 2021 collections that was initially projected to occur at the beginning of FY 2022.

The bill pattern for this agency (2022-23 Recommended) represents an estimated 90.0% of the agency's estimated total available funds for the 2022-23 biennium.

Historical Funding Levels (Millions)



Historical Full-Time-Equivalent Employees (FTEs)



Department of Transportation
Summary of Funding Changes and Recommendations - Senate

Section 2

Funding Changes and Recommendations for the 2022-23 Biennium compared to the 2020-21 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):

A)	Highway planning, right-of-way, financing, construction, and maintenance (excluding Proposition 1 and Proposition 7 funds)	\$0.0	\$0.0	(\$2,256.7)	\$294.3	(\$1,962.3)	A.1.1, A.1.2, A.1.3, A.1.4, A.1.5, A.1.8, B.1.1, B.1.2, Goal G Strategies
B)	Proposition 1 (2014) funding for non-tolled highway project development and delivery	\$0.0	\$0.0	\$0.0	(\$502.3)	(\$502.3)	A.1.6
C)	Proposition 7 (2015) funding for non-tolled highway project development and delivery	\$0.0	\$0.0	\$0.0	\$715.6	\$715.6	A.1.7
D)	Bond Debt Service Payments	\$0.0	\$0.0	\$6.2	(\$89.1)	(\$82.9)	F.1.1, F.1.2, F.1.3
E)	Remittance from the State Highway Fund to the Texas Emissions Reduction Plan Fund	\$0.0	\$0.0	\$0.0	\$300.0	\$300.0	H.1.1
F)	Net Decrease for Capital Budget - All Categories	\$0.0	\$0.0	\$0.0	(\$315.1)	(\$315.1)	A.1.1, B.1.1, B.1.2, C.6.1, E.1.1, E.1.2, E.1.3
G)	Austin Campus Consolidation TPFA Financing and Lease Payments	\$0.0	\$0.0	\$0.0	(\$292.4)	(\$292.4)	E.1.1
H)	Federal Coronavirus Relief Funds for (1) rural public transit, (2) airports, and (3) agency response	\$0.0	\$0.0	(\$159.6)	\$0.0	(\$159.6)	C.1.1, C.5.1, E.1.2
I)	Supplemental Appropriations from the Economic Stabilization Fund for (1) Transportation Infrastructure Fund grants to counties and (2) Emergency and First Responder Airport Facilities	\$0.0	\$0.0	\$0.0	(\$130.0)	(\$130.0)	A.1.8, C.5.1
J)	One-time General Revenue funding for (1) McKinney National Airport expansion and (2) South Orient Railroad border inspection facility development	(\$14.7)	\$0.0	\$0.0	\$0.0	(\$14.7)	C.5.1, D.1.3

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

K)	Aviation Services unexpended 2018-19 balance of airport grant appropriations carried forward to 2020-21	\$0.0	\$0.0	\$0.0	(\$32.3)	(\$32.3)	C.5.1
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Department of Transportation
Summary of Funding Changes and Recommendations - Senate

Section 2

Funding Changes and Recommendations for the 2022-23 Biennium compared to the 2020-21 Base Spending Level (in millions)		General Revenue	GR-Dedicated	Federal Funds	Other Funds	All Funds	Strategy in Appendix A
L)	Indirect Administration, Information Resources, and Other Support Services	\$0.0	\$0.0	\$0.0	\$15.4	\$15.4	Goal E Strategies
M)	Other transportation modes, services, and systems	(\$1.5)	\$1.5	\$9.8	(\$7.5)	\$2.3	B.1.3, C.1.1, C.2.1, C.3.1, C.4.1, C.6.1, Goal D Strategies
TOTAL SIGNIFICANT & OTHER Funding Changes and Recommendations (in millions)		(\$16.2)	\$1.5	(\$2,400.2)	(\$43.4)	(\$2,458.3)	As Listed
<i>SIGNIFICANT & OTHER Funding Increases</i>		\$0.0	\$1.5	\$16.0	\$1,325.2	\$1,033.2	As Listed
<i>SIGNIFICANT & OTHER Funding Decreases</i>		(\$16.2)	\$0.0	(\$2,416.2)	(\$1,368.7)	(\$3,491.5)	As Listed

NOTE: Totals may not sum due to rounding.

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

1. **State Highway Funds Overview.** Recommendations include \$19.6 billion in Other Funds from all State Highway Fund (SHF) sources comprised of five methods of financing described below.
 - a. **State Highway Fund No. 006.** Recommendations include all State Highway Fund (SHF) revenue estimated to be available during the 2022–23 biennium from traditional state tax and fee revenue sources (e.g., motor fuels taxes, vehicle registration fees, etc.) based on TxDOT’s revenue projections of \$10.1 billion for the 2022–23 biennium as presented in the agency’s LAR. The 2022–23 recommendations from traditional SHF sources total \$9.4 billion for direct appropriations to TxDOT, and an estimated \$696.0 million is reserved for payroll-related employee benefits. These amounts exclude funds from oil and natural gas severance tax related allocations (Proposition 1, 2014), state sales tax and motor vehicle sales and rental tax allocations (Proposition 7, 2015), and regional toll project subaccounts, which are discussed below.
 - b. **SHF - Proposition 1, 2014.**
 - (1) **2022–23 Recommendations.** Recommendations provide \$3.1 billion for the 2022–23 biennium 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 \$1.6 billion from the agency’s estimate of SHF Proposition 1 balances remaining from prior fiscal years’ deposits (\$800.0 million allocated in each fiscal year) and the LBB staff preliminary estimate of \$1.5 billion in Proposition 1 allocations to the SHF for the 2022–23 biennium (\$620.2 million in FY 2022 and \$858.0 million in FY 2023).
 - (2) **2020–21 Base.** The 2020–21 Base amount of \$3.6 billion for SHF - Proposition 1 presented in the LBB recommendations is adjusted downward by \$322.4 million from the 2020–21 appropriated amount of \$3.9 billion to reflect the difference between actual Proposition 1 allocation to the SHF of \$1,133.7 million for fiscal year 2021 and the estimated allocation amount of \$1,456.1 million used to establish the fiscal year 2021 appropriation. The agency’s 2020–21 SHF - Proposition 1 appropriations amount of \$3.9 billion is comprised of \$1.0 billion in estimated balances remaining from prior years’ allocations to the SHF and the Comptroller’s January 2019 Biennial Revenue Estimate (BRE) of \$2.9 billion in Proposition 1 allocations to the SHF for the 2020–21 biennium, including \$1,399.6 million for fiscal year 2020 and \$1,456.1 million for fiscal year 2021. Actual Proposition 1 allocations for the 2020–21 biennium are \$1,665.3 million for fiscal year 2020 and \$1,133.7 million for fiscal year 2021. The additional \$265.7 million in Proposition 1 funds transferred to the SHF above the BRE in fiscal year 2020 has not been appropriated for the 2020–21 biennium and is included in the balances of the State Highway Fund.
 - (3) **Proposition 1 Allocations to the SHF, Fiscal Year 2015 to 2023.** The table below shows the actual Proposition 1 oil and natural gas tax-related revenue allocations to the SHF for fiscal years 2015 to 2021 and the LBB staff estimates for 2022–23. A total of \$8.2 billion from Proposition 1 revenue has been deposited to the SHF from fiscal year 2015 to 2021.

Proposition 1 (2014) Allocation to SHF, Fiscal Year 2015 to 2023 (In Millions)

FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022 Est.	FY 2023 Est.
\$1,740.1	\$1,134.7	\$439.5	\$734.4	\$1,384.1	\$1,665.3	\$1,133.7	\$620.2	\$858.0

c. **SHF - Proposition 7, 2015.**

- (1) **2022–23 Recommendations.** Recommendations provide \$6.3 billion for the 2022–23 biennium from Proposition 7 (2015) state sales tax revenue allocations to the SHF, including \$5.8 billion for non-tolled roadway project development and delivery costs and \$546.3 million for the repayment of principal and interest on Proposition 12 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 2022–23 recommendations are based on the Comptroller’s revised Certification Revenue Estimate (July 2020) for fiscal year 2021 and LBB staff preliminary estimates of 2022–23 state sales tax collections and Proposition 7 revenue transfers to the SHF for fiscal years 2022–23. The forecasts for state motor vehicle sales and rental taxes estimated that revenue would not exceed \$5.0 billion in fiscal years 2021 to 2023.

Based on the Comptroller’s revised CRE for FY 2021 and the LBB staff forecast for the 2022-23 biennium, the recommendations estimate that state sales tax collections for fiscal years 2021 through 2023 will exceed the amount required to achieve the full allocation of \$2.5 billion for each fiscal year. However, the forecasts estimate the \$28.0 billion threshold for sales tax collections will be reached late in fiscal years 2021 and 2022, resulting in a portion of each fiscal year’s sales tax allocation being transferred to the SHF at the beginning of the following fiscal year.

- (2) **2020–21 Base.** The 2020–21 Base amount \$5.7 billion for SHF - Proposition 7 presented in the LBB recommendations includes the agency’s estimate of \$2.1 million from unexpended balances of appropriations carried forward from the 2018–19 biennium (Rider 37, Proposition 7 Appropriations, 2020–21 GAA) and a downward adjustment of \$1.3 billion to reflect the estimated portion of the fiscal year 2021 Proposition 7 state sales allocation was originally expected to be transferred to the SHF at the beginning of fiscal year 2022.

- d. **SHF Toll Revenue and Concession Fees – Toll Project Subaccounts.** Recommendations provide \$728.0 million for the 2022–23 biennium from regional toll project revenue and concession fee revenue held in dedicated toll project subaccounts in the SHF in alignment with the agency’s request for a biennial increase of \$418.2 million. By law, these proceeds may only be used for transportation and air quality projects in the region encompassing each toll project.
2. **Federal Funds and Federal-aid Highway Funding.** Recommendations include \$9.8 billion in Federal Funds based on the estimated amounts in agency’s LAR for the 2022–23 biennium. The Federal Funds total includes the agency’s estimate of \$9.4 billion in federal reimbursements for federal-aid eligible highway planning and construction expenditures during the 2022–23 biennium, which is a decrease of \$2.2 billion from the agency’s 2020–21 estimated funding level. The Fixing America’s Surface Transportation (FAST) Act, which authorized federal highway funding and public transportation funding for federal fiscal years 2016 through 2020, expired on September 30, 2020, but received a one-year extension through the Continuing Appropriations Act, 2021, and Other Extensions Act, signed into law on October 1, 2020. The agency’s LAR and LBB recommendations assume FAST Act funding levels and provisions will be continued through fiscal year 2023.
3. **Highway Project Planning, Right-of-Way, Construction, and Maintenance.** Recommendations provide \$26.4 billion in All Funds for highway project planning and design, right-of-way acquisition, construction, and maintenance for the 2022–23 biennium. This represents a biennial decrease of \$1.7 billion from the estimated 2020–21 base. The summary table below shows the biennial changes in the recommended funding levels compared to the 2020–21 base.

Highway Project Planning, Right-of-way, Construction, and Maintenance

Method of Financing (In Millions)	2020-21 Base	2022-23 Recommended	Biennial Change
Federal Reimbursements	\$11,584.9	\$9,328.2	(\$2,256.7)
State Highway Fund (SHF)	\$7,205.1	\$7,240.0	\$34.9
SHF - Proposition 1 (2014) ¹	\$3,580.5	\$3,078.2	(\$502.3)
SHF - Proposition 7 (2015) ²	\$5,086.4	\$5,802.0	\$715.6
SHF - Toll Project Subaccounts	\$309.8	\$728.0	\$418.2
Texas Mobility Fund	\$332.7	\$183.3	(\$149.5)
Other Sources	\$9.4	\$0.0	(\$9.4)
All Funds Total	\$28,108.7	\$26,359.6	(\$1,749.1)

Notes:

- (1) The 2020-21 base for SHF - Proposition 1 (2014) is adjusted to reflect the difference between the actual FY 2021 revenue allocation to the SHF and the original estimated amount included in the FY 2021 appropriation (\$322.4 million decrease).
- (2) The SHF-Proposition 7 amounts in the 2020-21 base and 2022–23 recommendations reflect a projected delay in the transfer of \$1.3 billion from the FY 2021 state sales tax allocation to FY 2022.
- (3) Totals may not sum due to rounding.

4. **Bond Debt Service.** Recommendations include \$2.2 billion in All Funds for the 2022–23 biennium for bond debt service payments for Proposition 12 Highway Improvement GO bonds, Proposition 14 SHF Revenue Bonds, and Texas Mobility Fund bonds. Recommendations include \$2.1 billion from state funds and \$123.3 million in Federal Funds to provide interest payment subsidies on debt service payments for bonds issued under the Build America Bonds program. The Bond Debt Service summary table below provides a comparison of the recommended funding levels to the 2020–21 budgeted amounts for debt service payments from state funding sources for each bond program.

Bond Debt Service (in Millions)	2020-21 Base	2022-23 Recommended	Biennial Change	MOF
Proposition 12 GO Bonds	\$650.0	\$546.3	(\$103.7)	SHF - Prop. 7
Proposition 14 SHF Bonds	\$805.8	\$792.9	(\$12.8)	SHF
Texas Mobility Fund Bonds	\$727.7	\$755.1	\$27.4	TMF
	\$2,183.5	\$2,094.4	(\$89.1)	

Note: Totals may not sum due to rounding.

5. **Remittance to the Texas Emissions Reduction Plan Fund.** Under current law, TxDOT is required to remit monthly to the Comptroller for deposit to the Texas Emissions Reduction Plan Fund (TERP Fund) an amount of money from the State Highway Fund equal to the amount of vehicle title fees deposited to the Texas Mobility Fund in the preceding month. The money is currently transferred from the State Highway Fund to the GR-Dedicated TERP Account No. 5071 as a cash transfer between funds and accounts inside the treasury. Pursuant to the enactment of HB 3745, Eighty-sixth Legislature, Regular Session, 2019, effective on September 1, 2021 (fiscal year 2022), the TERP Fund will be established as a trust fund held by the Comptroller outside the state treasury, consisting of revenue that is currently dedicated to the GR-Dedicated Account No. 5071. A legislative appropriation will be required to authorize the transfer of money from the State Highway Fund inside the state treasury to the TERP Fund outside the treasury after August 31, 2021. Recommendations include a new strategy, H.1.1, Remittance to TERP Fund, and rider, to appropriate an estimated amount \$300.0 million to TxDOT for the 2022-23 biennium (\$150.0 million each fiscal year) for remittance to the Comptroller for deposit to the TERP Fund outside the state treasury (see Rider Highlights, New Rider #47).
6. **Austin Campus Consolidation.** Recommendations include a decrease of \$326.0 million in Revenue Bond proceeds (Other Funds) from Texas Public Finance Authority revenue bonds or other obligations authorized to be issued on behalf of TxDOT in the 2020-21 biennium for constructing and equipping the new campus. Recommendations also include \$57.4 million in SHF for the 2022–23 biennium for lease payments to TPFA for debt service payments or other obligations issued for the Austin Campus Consolidation project (increase of \$33.6 million from the 2020–21 base). TxDOT reports that negotiations with TPFA regarding the terms of the lease financing agreement are currently ongoing, and no TPFA revenue bonds or other obligations have been issued to date. Recommendations provide continuing authority in the 2022–23 biennium for TPFA to issue any amount of unissued revenue bonds or other obligations remaining at the end of the 2020-21 biennium to finance the project (see Rider Highlights, Modified Rider #42).
7. **One-Time General Revenue Appropriations for 2020–21.** The agency was appropriated \$15.7 million in General Revenue Funds for the 2020–21 biennium for one-time and new funding items. The agency's 2020–21 base is adjusted to reflect appropriation reductions that were identified in the agency's biennial five percent General Revenue reduction plan, which included a combined reduction of \$978,828 for each of the following items. Recommendations include the following corresponding decreases from the 2020–21 base.
 - **McKinney National Airport** - \$14.25 million is included in the 2020-21 base for airport expansion projects at the McKinney National Airport (\$15.0 million appropriated; \$750,000 agency reduction).
 - **South Orient Railroad (SORR) Inspection Facilities** - \$471,172 is included in the 2020–21 base for development of rail inspection facilities on the SORR at Presidio (\$500,000 appropriated; \$28,828 agency reduction).
 - **Human Trafficking Signage at Certain Transportation Hubs** - \$0 is included in the 2020-21 base (\$200,000 appropriated; \$200,000 agency reduction) for installing signage at certain transportation hubs regarding services and assistance available to victims of human trafficking. The agency reported in its five percent reduction plan that the initiative could be funded within existing resources (State Highway Funds) if the General Revenue appropriations were to be reduced in the current biennium. Recommendations include \$200,000 in State Highway Funds for the 2022–23 biennium for this purpose (see Rider Highlights, Modified Rider #46).
8. **Supplemental Appropriations (SB 500, 86th Legislature, 2019).** The 2020–21 base includes \$130.0 million in Economic Stabilization Funds (Other Funds) appropriated by the enactment of SB 500, Supplemental Appropriations, Eighty-sixth Legislature, Regular Session, 2019, to TxDOT for the two-year period beginning of effective date of the Act (June 6, 2019) for the following purposes. Recommendations include corresponding decreases in Other Funds.
 - **Transportation Infrastructure Fund Grants to Counties.** \$125.0 million for Transportation Infrastructure Fund grants to counties to fund county transportation infrastructure projects in areas of the state affected by increased oil and gas production (see Issue #12, below).

- **Emergency and First Responder Airport Facilities.** \$5.0 million to expand a hangar at the South Texas International Airport used by the Department of Public Safety for emergency and first responders and aircraft staging and storage purposes.
9. **Federal Funds for Coronavirus Relief and Response.** The 2020–21 base includes a combined \$159.6 million in Federal Funds related to coronavirus relief funds apportioned to Texas under the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020, to be administered by TxDOT, and anticipated pandemic response reimbursement funding reported by TxDOT. The recommendations include a corresponding decrease in Federal Funds related to the following.
- a. **CARES Act Non-Urbanized (Rural) Area Formula Program – Public Transportation (\$143.2 million).** Under the CARES Act, the state received an apportionment of \$143.2 million from Federal Transit Administration Non-Urbanized Area Formula Program funds to be administered by TxDOT for grants to rural public transit providers. These funds may be used by recipients to support capital, operating, and other expenses generally eligible under the normal rural area formula program, and to prevent, prepare for, and respond to the COVID-19 pandemic with no local matching funds requirement.
 - b. **CARES Act Airport Improvement Program and General Aviation Airport Grants (\$11.5 million).** The 2020–21 base includes TxDOT's estimated of amount of \$11.5 million from CARES Act Federal Aviation Administration (FAA) funding for airports supported by the TxDOT Aviation Division through the State Block Grant Program. This amount includes (1) an estimated \$4.5 million to increase the Federal share to 100 percent for Airport Improvement Program (AIP) grants awarded under the federal fiscal year 2020 appropriations cycle and (2) an estimated \$7.0 million available to general aviation airports for any purpose for which airport revenues may be used (e.g., operations and maintenance, debt service). These funds are available at 100 percent Federal share under the CARES Act.
 - c. **Agency COVID-19 Response.** The agency's LAR identified a total of \$7.1 million in All Funds for agency COVID-19 response expenditures in fiscal year 2020 (excluding CARES Act Federal Funds for public transportation and airport grants), which includes the agency's estimate of \$4.9 million in Federal Funds from Federal Emergency Management Administration (FEMA) Public Assistance Category B (Emergency Protective Measures) reimbursements. The recommendations reflect a decrease of \$4.9 million related to these reported Federal Funds. The agency reports that the LAR amounts for COVID-19 response expenditures were based on estimates as of April 30, 2020. As of January 2021, TxDOT had reported a total of \$24.2 million in All Funds for agency COVID-19 response expenditures through December 31, 2020, which includes the agency's estimate of \$16.7 million in Federal Funds from projected FEMA Category B reimbursements. Out of the total amount of expenditures reported, approximately \$13.7 million was expended for hazardous pay from March 16 through May 30, 2020, at a rate of \$5.00 per hour for agency workers who could not work remotely while the state was under stay at home orders and safety protocols were being developed (reported to be 8,583 employees). Other reported response costs consist mostly of personal protective equipment and medical supplies, cleaning services, and information resources and services to support teleworking. The agency anticipates that expenditures eligible for FEMA reimbursement funding would be matched at a rate of 75 percent Federal share and 25 percent state share. To date, the agency has not received FEMA reimbursement funds, and the timing of the receipt and potential amount of FEMA Federal Funds reimbursements for TxDOT COVID-19 response expenditures is unknown at this time.

10. **Capital Budget Overview.** The recommendations provide \$299.0 million in SHF and capital budget authority for the 2022–23 biennium for a decrease of \$315.1 million from the agency’s 2020–21 budgeted level. The table below provides a summary of capital budget funding changes in the recommendations compared to the base by capital budget category.

Capital Budget Funding Changes			
State Highway Funds (In Millions)			
Capital Budget Category	2020-21 Base	2022-23 Recommended	Biennial Change
Acquisition of Land and Other Real Property	\$46.3	\$1.6	(\$44.7)
Construction of Buildings and Facilities (Base includes \$24.1 million UB from 2018-19)	\$96.6	\$0.0	(\$96.6)
Repair or Rehabilitation of Buildings and Facilities	\$35.6	\$0.0	(\$35.6)
Information Resource Technologies (Base includes \$41.7 million UB from 2018-19)	\$194.7	\$52.3	(\$142.4)
Transportation Items	\$17.3	\$27.0	\$9.7
Capital Equipment and Items	\$114.4	\$136.9	\$22.5
Data Center Consolidation	\$60.8	\$66.3	\$5.5
Centralized Accounting and Personnel/Payroll System (CAPPs) (Base includes \$3.9 million UB from 2018-19)	\$28.1	\$14.9	(\$13.1)
Cybersecurity Initiatives (Base includes \$3.0 million UB from 2018-19)	\$20.3	\$0.0	(\$20.3)
Total, All Capital Budget Categories	\$614.1	\$299.0	(\$315.1)

11. **Capital Budget Recommendations.**

- a. **Acquisition of Information Resource Technologies.** Recommendations provide \$52.3 million in SHF for the following information resource technology items included in the agency’s request:
- **Modernize Portfolio and Project Management (MPPM).** \$33.5 million for completion of MPPM (TxDOTCONNECT) projects and initiatives, including replacement of letting processes currently performed on legacy mainframe systems.
 - **PC Replacement.** \$9.1 million for replacement of laptops and desktops.
 - **Technology Replacements and Upgrades.** \$9.6 million for replacement and upgrades to information technology hardware and software for normal operations, including replacement of equipment that becomes broken or inoperable before scheduled replacement.

- b. **Transportation Items.** Recommendations provide \$27.0 million in SHF for replacement and new medium/light duty trucks and replacement automobiles included in the agency's request.
 - c. **Capital Equipment and Items.** Recommendations provide \$136.9 million for scheduled replacement of capital equipment used for highway system maintenance and engineering.
 - d. **Data Center Consolidation.** Recommendations provide \$66.3 million in SHF for Data Center Services (DCS) to align with the Department of Information Resources estimate to maintain current obligations.
 - e. **CAPPS.** Recommendations provide \$14.9 million for ongoing CAPPS maintenance and support and PeopleSoft licenses (decrease of \$0.9 million from 2020-21). The 2020–21 base includes \$12.2 million for CAPPS Upgrades and Improvements projects that are not continued in the recommendations.
12. **Transportation Infrastructure Fund (TIF).** In addition to the supplemental appropriation of \$125.0 million in Economic Stabilization Funds for TIF grants, the 2020–21 GAA required TxDOT to allocate \$125.0 million from any available source of revenue appropriated to TxDOT to provide grants for county transportation infrastructure projects to counties in areas affected by increased oil and gas production (Rider 47, 2020-21 GAA). TxDOT reports that funds from the Texas Mobility Fund will be used for this additional allocation. The agency issued a program call for \$249.5 million (after the statutory allowance of \$0.5 million for administration of the program) for the county TIF grant program in fiscal year 2020 and reports that 216 counties applied for the TIF grant program and were notified of award in June 2020. Disbursements of TIF grant funds are made as reimbursements to counties as work is performed on grant funded transportation infrastructure projects. By law, a TIF grant award must be spent not later than five years from the date of award.
13. **Eliminate References in the GAA to General Revenue – Department of Insurance Maintenance Tax and Fee Account No. 8042.** Recommendations include a Method of Finance change to be reflected in the introduced General Appropriations Bill(s), amending various sections of the General Appropriations Act (GAA) to remove references to General Revenue Fund-Account No. 8042 and substitute with GR Dedicated – Texas Department of Insurance (TDI) Operating Fund Account No. 036.

Insurance maintenance taxes are deposited into the General Revenue Fund, then appropriated to agencies as General Revenue Fund-Maintenance Taxes and Fees (Account No. 8042). These funds are then distributed to agencies from GR Dedicated TDI Operating Account No. 036. Recommendations include amending the GAA throughout so that maintenance taxes collected by TDI are appropriated to TxDOT directly as General Revenue Funds-Dedicated TDI Operating Account No. 036. The recommendations change the \$1.5 million General Revenue Account No 8042 appropriation for maintenance of the Crash Records Information System to \$1.5 million from GR Dedicated Account No. 36 and would result in no fiscal impact.

**Department of Transportation
Rider Highlights - Senate**

Modification of Existing Riders

2. **Capital Budget.** Recommendations amend the capital budget rider to remove capital budget authority for land for construction of buildings, construction of buildings and facilities, deferred maintenance, Enterprise Information Management, Information Systems and Modernization, CAPPs upgrades and improvements, and cybersecurity projects, and to reflect changes to capital budget authority for the following items:
 - (1) Increase authority for dredge disposal sites from \$1.3 million to \$1.6 million;
 - (2) provide \$33.5 million to continue the MPPM information technology project;
 - (3) provide \$9.1 million for information technology replacements and upgrades;
 - (4) increase authority for transportation items from \$17.0 million to \$27.0 million for replacement automobiles and replacement and new medium/light duty trucks;
 - (5) increase authority for acquisition of capital equipment and items from \$113.8 million to \$136.9 million;
 - (6) increase authority for Data Center Consolidation from \$60.8 million to \$66.3 million to reflect estimated costs to maintain current obligations; and
 - (7) maintain authority for CAPPs at \$14.3 million for ongoing maintenance.
14. **Reporting Requirements,** Subsection (i) Appropriations from State Highway Fund No. 006. Recommendations amend the rider to remove the reference to Proposition 12 General Obligation Bonds method of financing that is no longer included in the agency's appropriations.
24. **Crash Records Information System.** Recommendations amend the rider to align with recommendations to change in the method of financing from General Revenue - Insurance Companies Maintenance Tax and Insurance Department Fees to GR Dedicated - Texas Department of Insurance Operating Fund Account No. 036 (see Selected Fiscal and Policy Issues #13).
29. **Unexpended Balances Appropriation: Acquisition of Information Resource Technologies, Centralized Accounting and Payroll/Personnel System (CAPPs), and Cybersecurity.** Recommendations amend the rider to include appropriation authority in the 2022–23 biennium for unexpended balances of funds appropriated for capital budget items in the Cybersecurity capital budget category.
30. **Unexpended Balances Appropriation: Construction Contracts and Construction Grants and Services.** Recommendations amend the rider to remove an outdated reference to Strategy B.1.3, Construction Grants and Services, from the 2018-19 General Appropriations Act and to align the rider provision with the current budget structure that is continuing from the 2020-21 biennium to the 2022–23 biennium.
36. **Proposition 1 Appropriations.** Recommendations amend the rider to specify the amount of State Highway Fund (SHF) Proposition 1 (2014) funds appropriated in each fiscal year from prior fiscal years' balances and from projected amounts of Proposition 1 oil and natural gas tax-related revenue to be allocated to the SHF during the 2022–23 biennium (see Selected Fiscal and Policy Issues #1b).
37. **Proposition 7 Appropriations.** Recommendations amend the rider to update the projected amounts funds appropriated from Proposition 7 (2015) revenue allocation to be deposited to the SHF for the 2022-23 biennium and specify the amount of those funds appropriated in Strategy A.1.7, for non-tolled roadway project development and delivery and in Strategy F.1.1, for GO bond debt service in each fiscal year (see Selected Fiscal and Policy Issues #1c and #4).
42. **Austin Campus Consolidation.** Recommendations amend subsection (a) to authorize the Texas Public Finance Authority (TPFA) to issue any amount of unissued revenue bonds or other obligations remaining from amounts previously authorized to be issued during the 2020-21 biennium on behalf of the Department of Transportation for constructing and equipping the Austin Campus Consolidation project. Recommendations amend subsection (b) of the rider to reflect the amount of

appropriations included in funding recommendations for Strategy E.1.1, Central Administration, for lease payments to TPFA for debt service payments on revenue bonds issued to construct the project. (See Selected Fiscal and Policy Issues #6.)

46. **Human Trafficking Signage.** Recommendations amend the rider to align with a change in method of financing from General Revenue to State Highway Funds for the purpose of installing signage at certain transportation hubs (see Selected Fiscal and Policy Issues #7).

New Riders

47. **Appropriation: Remittance to the Texas Emissions Reduction Plan Fund.** Recommendations add a new rider to authorize an appropriation of State Highway Funds in Strategy H.1.1, Remittance to TERP Fund, for the remittance of State Highway Funds to the Comptroller for deposit to the Texas Emissions Reduction Plan Fund that will be established as a fund outside the state treasury beginning in fiscal year 2022, in accordance with Health and Safety Code §386.250. (See Selected Fiscal and Policy Issues #5.)

Deleted Riders

44. **Unexpended Balance: Construction of Intelligent Transportation Systems.** Recommendations delete this rider requiring the agency to allocate an amount not to exceed \$32.0 million from any available source of revenue appropriated to the agency to fund intelligent transportation systems and infrastructure projects at the international ports of entry at the Bridge of the Americas and the Ysleta Bridge in El Paso. The agency reports that funding has been identified and allocated to the projects and anticipates project letting to occur in fiscal year 2022.
47. **Transportation Infrastructure Fund.** Recommendations delete this rider requiring the agency to allocate \$125.0 million from any available source of revenue for Transportation Infrastructure Grants to counties. The agency allocated funding for this purpose in the 2020–21 biennium.
48. **Improvements to the McKinney National Airport.** Recommendations delete this rider related to a one-time General Revenue appropriation for airport expansion projects at the McKinney National Airport (see Selected Fiscal and Policy Issues #7).

Department of Transportation
Items Not Included in Recommendations - Senate

Section 5

	2022-23 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2024-25*
	GR & GR-D	All Funds	FTEs			

Agency Exceptional Items Not Included (in agency priority order)

1)	Increase the FTE Cap by 281.0 FTEs for a total of 12,808.0 FTEs each fiscal year. No additional funding is requested.	\$0	\$0	281.0	No	No	\$0
2)	SHF and capital budget authority for Construction of Buildings and Facilities.	\$0	\$153,250,000	0.0	No	Yes	\$0
3)	SHF and capital budget authority for Repair or Rehabilitation of Buildings and Facilities (Deferred Maintenance).	\$0	\$51,750,000	0.0	No	Yes	\$0
4)	State Highway Funds (SHF) and capital budget authority for Acquisition of Land for Construction of Buildings.	\$0	\$5,000,000	0.0	No	Yes	\$0
5)	SHF and capital budget authority for Cybersecurity Initiatives	\$0	\$48,950,000	0.0	Yes	Yes	\$14,000,000
6)	SHF and capital budget authority for Technology Replacements and Upgrades, including Wide Area Network (WAN) services upgrades, Wireless Local Area Network (LAN) upgrade, and other information technology collaboration improvements.	\$0	\$48,200,000	0.0	Yes	Yes	\$28,673,717
7)	SHF and capital budget authority for Data Center Services above the estimated amount to fund current obligations.	\$0	\$19,236,842	0.0	Yes	Yes	\$89,153,494
8)	SHF and capital budget authority for Legacy Modernization information technology projects.	\$0	\$16,480,410	0.0	Yes	Yes	\$18,128,455
9)	SHF and capital budget authority for PeopleSoft Licenses above the Comptroller of Public Accounts' interagency contract amounts for enterprise resource planning software license payments.	\$0	\$48,434	0.0	Yes	Yes	\$720,313
10)	SHF and capital budget authority for Centralized Accounting and Payroll/Personnel System (CAPPS) Upgrades and Improvements.	\$0	\$21,284,494	0.0	Yes	Yes	\$9,104,000

*Estimated continued costs are not presented for each exceptional item in the agency's request.

Department of Transportation
Items Not Included in Recommendations - Senate

Section 5

		2022-23 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2024-25*
		GR & GR-D	All Funds	FTEs			
11)	SHF and capital budget authority for Enterprise Information Management information technology projects.	\$0	\$22,471,772	0.0	Yes	Yes	\$7,280,000
12)	SHF and capital budget authority for Information Systems and Modernization information technology projects.	\$0	\$49,606,226	0.0	Yes	Yes	\$14,181,848
13)	General Revenue Funds to replace State Highway Fund - Proposition 7, 2015, funds for Proposition 12 GO bond debt service payments.	\$546,296,000	\$546,296,000	0.0	No	No	\$530,410,000
14)	General Revenue Funds for U.S. Customs and Border Protection facility and rail related infrastructure for inspecting and processing the operation of trains crossing the international border on the South Orient Rail Line at Presidio, Texas.	\$35,000,000	\$35,000,000	0.0	No	No	\$0
15)	General Revenue Funds to increase funding for the Aviation Facilities Development Program (\$9.0 million each fiscal year) and Routine Airport Maintenance Program (\$1.0 million each fiscal year).	\$20,000,000	\$20,000,000	0.0	No	No	\$0
16)	Public Transportation - Anticipated population growth for Rural, Small Urban, and Large Urban Transit Districts: General Revenue Funds to increase public transportation grant funding (beginning in fiscal year 2023) to sustain current per capita funding levels and address changes in formula funding allocations resulting from the 2020 census.	\$3,767,000	\$3,767,000	0.0	No	No	\$0
17)	Public Transportation - Rural Public Transit Program: General Revenue Funds for additional grant funding to provide increased weekday transit service hours and address transit fleet replacement.	\$82,000,000	\$82,000,000	0.0	No	No	\$0
18)	Maritime - Ports Capital Program: General Revenue Funds for port capital improvement projects in the Texas Ports Capital Program.	\$130,000,000	\$130,000,000	0.0	No	No	\$0
19)	Maritime - Ship Channel Improvement Revolving Fund: GR to capitalize the Ship Channel Improvement Revolving Fund to make loans to navigation districts to assist with non-federal sponsor costs for ship channel improvement projects authorized by Congress.	\$330,000,000	\$330,000,000	0.0	No	No	\$0

*Estimated continued costs are not presented for each exceptional item in the agency's request.

Department of Transportation
Items Not Included in Recommendations - Senate

Section 5

		2022-23 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2024-25*
		GR & GR-D	All Funds	FTEs			
20)	Rail - Northeast Texas Rural Rail Transportation District (NETEX): GR for track and bridge rehabilitation on the NETEX freight rail line from Greenville to Mount Pleasant (66 miles).	\$10,000,000	\$10,000,000	0.0	No	No	\$0

Agency Rider Requests Not Included

21)	Add unexpended balance (& UB) to Strategy C.4.1, Research, to authorize unexpended balances to be carried forward between fiscal years within a biennium for this strategy.	\$0	\$0	0.0	No	No	\$0
22)	Amend Rider 11, District Discretionary Funds, to remove reporting requirement detailing the amount of District Discretionary category funds used for project cost overruns.	\$0	\$0	0.0	No	No	\$0
23)	Amend Rider 14, Reporting Requirements, subsection (c), Project Status Report, to (1) remove an annual reporting requirement to each member of the House and Senate for certain transportation projects, toll authorities, and regional mobility authorities currently under contact or awaiting funding; and (2) amend requirements to notify House and Senate members prior to the approval of loans for any project located in a member's district to specify a period of 90 days prior notification for a loan for a toll project and 30 days prior notification for a loan for a non-tolled transportation project.	\$0	\$0	0.0	No	No	\$0
24)	Delete Rider 14, Reporting Requirements, subsection (i), Appropriations from State Highway Fund No. 006.	\$0	\$0	0.0	No	No	\$0
25)	Delete Rider 14, Reporting Requirements, subsection (j), Congested Road Segments.	\$0	\$0	0.0	No	No	\$0
26)	Amend Rider 23, Public Transportation, to authorize the agency to reduce State Highway Fund appropriations in Strategy C.1.1, Public Transportation, if an equal or greater amount of a substitute or different source of eligible funding is available for the same purpose.	\$0	\$0	0.0	No	No	\$0

*Estimated continued costs are not presented for each exceptional item in the agency's request.

Department of Transportation
Items Not Included in Recommendations - Senate

		2022-23 Biennial Total			Information Technology Involved?	Contracting Involved?	Estimated Continued Cost 2024-25*
		GR & GR-D	All Funds	FTEs			
27)	Delete Rider 34, Performance Reporting for the Voluntary Turnback Program.	\$0	\$0	0.0	No	No	\$0
28)	Amend Rider 36, Proposition 1 Appropriations, to appropriate in the 2022-23 biennium any unexpended balances of SHF - Proposition 1 (2014) appropriations remaining at the end of the 2020-21 biennium.	\$0	\$0	0.0	No	No	\$0
29)	Delete Rider 46, Human Trafficking Signage.	\$0	\$0	0.0	No	No	\$0
30)	Add new rider to appropriate any unobligated and unexpended balances of General Revenue appropriations for improvements to the McKinney National Airport remaining at the end of the 2020-21 biennium (estimated to be \$0).	\$0	\$0	0.0	No	No	\$0

TOTAL Items Not Included in Recommendations		\$1,157,063,000	\$1,593,341,178	281.0			\$711,651,827
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*Estimated continued costs are not presented for each exceptional item in the agency's request.

**Department of Transportation
Appendices - Senate**

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* Appendix is not included - no significant information to report

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
PLAN/DESIGN/MANAGE A.1.1	\$964,431,124	\$1,007,535,160	\$43,104,036	4.5%	Increase of \$43.1 million due to the following: - An increase of \$33.3 million in professional fees and services and other operating expenses in support of increased project planning, letting, and management activities; - An increase of \$22.3 million to biennialize salaries and wages at the fiscal year 2021 budgeted levels; - An increase of \$11.8 million in direct information resources support for daily operating including telecommunications network usage and support of agency wide engineering applications; - A decrease of \$21.9 million for the Modernization Portfolio and Project Management (MPPM) information technology capital budget project; and - A decrease o \$2.4 million in capital budget for transportation items and acquisition of capital equipment and items.
FEDERAL FUNDS	\$399,693,363	\$308,128,127	(\$91,565,236)	(22.9%)	
OTHER FUNDS	\$564,737,761	\$699,407,033	\$134,669,272	23.8%	
CONTRACTED PLANNING AND DESIGN A.1.2	\$971,494,921	\$823,725,321	(\$147,769,600)	(15.2%)	Decrease of \$147.8 million in All Funds for contracted planning and design services, including: - A decrease of \$163.1 million in Federal Funds for highway planning and construction; - A decrease of \$26.1 million in State Highway Funds (Other Funds); - A decrease of \$0.1 million in Proposition 12 GO Bond Proceeds (Other Funds); and - An increase of \$41.5 million in Texas Mobility Funds (Other Funds).
FEDERAL FUNDS	\$537,829,836	\$374,751,856	(\$163,077,980)	(30.3%)	
OTHER FUNDS	\$433,665,085	\$448,973,465	\$15,308,380	3.5%	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
RIGHT-OF-WAY ACQUISITION A.1.3	\$1,713,687,748	\$1,386,938,800	(\$326,748,948)	(19.1%)	Decrease of \$326.7 million in All Funds for acquisition of rights-of-way for transportation construction projects, including: - A decrease of \$258.0 million in Federal Funds for highway planning and construction; - A decrease of \$110.0 million in Texas Mobility Funds (Other Funds); and - An increase of \$41.3 million in State Highway Funds (Other Funds).
FEDERAL FUNDS	\$1,032,875,050	\$774,864,000	(\$258,011,050)	(25.0%)	
OTHER FUNDS	\$680,812,698	\$612,074,800	(\$68,737,898)	(10.1%)	
CONSTRUCTION CONTRACTS A.1.4	\$6,569,163,055	\$5,521,170,886	(\$1,047,992,169)	(16.0%)	Decrease of \$1,048.0 million in All Funds for contract expenditures for construction of roads, bridges, and related transportation facilities, including: - A decrease of \$782.6 in Federal Funds for highway planning and construction; - A decrease of \$171.8 million in State Highway Funds (Other Funds); - A decrease of \$85.8 million in Texas Mobility Funds (Other Funds); and - A decrease of \$7.8 million in Proposition 12 GO Bond proceeds (Other Funds).
FEDERAL FUNDS	\$4,847,337,740	\$4,064,775,510	(\$782,562,230)	(16.1%)	
OTHER FUNDS	\$1,721,825,315	\$1,456,395,376	(\$265,429,939)	(15.4%)	
MAINTENANCE CONTRACTS A.1.5	\$5,156,631,103	\$4,253,888,478	(\$902,742,625)	(17.5%)	Decrease of \$902.7 million in All Funds for contract expenditures for highway maintenance and preservation, including: - A decrease of \$902.1 million in Federal Funds for highway planning and construction; and - A decrease of \$0.6 million in State Highway Funds (Other Funds).
FEDERAL FUNDS	\$4,442,251,675	\$3,540,149,320	(\$902,102,355)	(20.3%)	
OTHER FUNDS	\$714,379,428	\$713,739,158	(\$640,270)	(0.1%)	
PROPOSITION 1, 2014 A.1.6	\$3,580,455,970	\$3,078,155,000	(\$502,300,970)	(14.0%)	Decrease of \$502.3 million from Proposition 1 (2014) oil and natural gas tax-related revenue allocations to the SHF for the construction and maintenance and acquisition of rights of way for non-tolled roadways. Recommendations include \$1,478.1 million in estimated Proposition 1 revenue allocations to the SHF for the 2022-23 biennium and \$1.6 billion in agency estimated revenue balances carried forward from prior fiscal years.

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
OTHER FUNDS	\$3,580,455,970	\$3,078,155,000	(\$502,300,970)	(14.0%)	
PROPOSITION 7, 2015 A.1.7	\$5,086,434,556	\$5,801,987,000	\$715,552,444	14.1%	Increase of \$715.5 million in funding from Proposition 7 (2015) state sales tax revenue allocations to the SHF for development and delivery of non-tolled highway projects.
GENERAL REVENUE FUNDS	\$0	\$0	\$0	0.0%	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$0	\$0	\$0	0.0%	
OTHER FUNDS	\$5,086,434,556	\$5,801,987,000	\$715,552,444	14.1%	The 2020-21 Base includes \$2,031.3 million in unexpended balances of SHF-Proposition 7 (2015) appropriations carried forward from the 2018-19 biennium.
CONSTRUCTION GRANTS & SERVICES A.1.8	\$862,364,764	\$551,553,622	(\$310,811,142)	(36.0%)	Decrease of \$310.8 million in All Funds for TxDOT financial assistance to local entities for construction of transportation projects, including: - A decrease \$179.5 million in All Funds for pass-through financing reimbursement payments; - A decrease of \$125.0 million in State Highway Funds (Other Funds) for loans through the State Infrastructure Bank program; - A decrease of \$125.0 million in Economic Stabilization Funds (Other Funds) from SB 500, 86(R), 2019, Supplemental Appropriations for County Transportation Infrastructure Fund grants for county infrastructure projects in area affected by oil and natural gas production activity; and - An increase of \$118.7 million in All Funds for TxDOT financial participation in local toll projects (toll equity).
FEDERAL FUNDS	\$322,535,053	\$265,534,808	(\$57,000,245)	(17.7%)	
OTHER FUNDS	\$539,829,711	\$286,018,814	(\$253,810,897)	(47.0%)	
Total, Goal A, PROJECT DEVELOPMENT AND DELIVERY	\$24,904,663,241	\$22,424,954,267	(\$2,479,708,974)	(10.0%)	
FEDERAL FUNDS	\$11,582,522,717	\$9,328,203,621	(\$2,254,319,096)	(19.5%)	
OTHER FUNDS	\$13,322,140,524	\$13,096,750,646	(\$225,389,878)	(1.7%)	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
CONTRACTED ROUTINE MAINTENANCE B.1.1	\$1,896,379,808	\$1,732,625,905	(\$163,753,903)	(8.6%)	Decrease of \$163.7 million due to the following: - A decrease of \$150.2 million for capital budget expenditures for agency building and facilities-related projects, including decreases of \$74.6 million for construction of buildings and facilities, \$35.6 million for deferred maintenance projects, and \$40.0 million for acquisition of land for construction of buildings; and - A decrease of \$13.5 million in All Funds for contracted routine transportation system maintenance activities, including a decrease of \$2.3 million in Federal Funds, and Other Funds decreases of \$10.4 million in State Highway Funds and \$0.8 million in Appropriated Receipts from surplus property proceeds.
FEDERAL FUNDS	\$2,336,486	\$0	(\$2,336,486)	(100.0%)	
OTHER FUNDS	\$1,894,043,322	\$1,732,625,905	(\$161,417,417)	(8.5%)	
ROUTINE MAINTENANCE B.1.2	\$1,463,671,292	\$1,670,997,331	\$207,326,039	14.2%	Increase of \$207.3 million in Other Funds due to the following: - An increase of \$161.3 million in SHF due to the agency realignment of funds between contracted and in-house routine maintenance; - An increase of \$22.3 million in SHF for acquisition of capital equipment and items; - An increase of \$12.2 million in SHF for capital budget transportation items, including replacement automobiles and medium/light duty trucks; - An increase of \$15.8 million in SHF to biennialize salaries and wages at the fiscal year 2021 budgeted levels; - A decrease of \$3.8 million in SHF for Technology Replacements and Upgrades capital budget; and - A decrease of \$0.5 million in Interagency Contracts from the Texas Commission on Environmental Quality Texas Natural Gas Vehicle Grant programs for replacement of vehicles.
OTHER FUNDS	\$1,463,671,292	\$1,670,997,331	\$207,326,039	14.2%	
FERRY OPERATIONS B.1.3	\$108,970,870	\$100,436,410	(\$8,534,460)	(7.8%)	A decrease of \$8.5 million in SHF for operation of the agency's Port Aransas and Galveston-Port Bolivar ferry systems primarily related to budgeted funding for ramp repair, an additional dry-dock, and ferry boat design projects in the 2020-21 base that are not continued in 2022-23.

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
OTHER FUNDS	\$108,970,870	\$100,436,410	(\$8,534,460)	(7.8%)	
Total, Goal B, ROUTINE SYSTEM MAINTENANCE	\$3,469,021,970	\$3,504,059,646	\$35,037,676	1.0%	
GENERAL REVENUE FUNDS	\$0	\$0	\$0	0.0%	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$2,336,486	\$0	(\$2,336,486)	(100.0%)	
OTHER FUNDS	\$3,466,685,484	\$3,504,059,646	\$37,374,162	1.1%	
PUBLIC TRANSPORTATION C.1.1	\$348,794,677	\$210,166,740	(\$138,627,937)	(39.7%)	Decrease of \$138.6 million in All Funds due to the following: - A decrease of \$143.2 million in Federal Funds from additional Non-Urbanized Area Formula Grants apportionments from the Coronavirus Aid, Relief, and Economic Security (CARES) Act, 2020, to be granted to rural transit districts; - A decrease of \$0.3 million for the State Safety Oversight program for rail fixed guideway public transit systems; - An net increase of \$4.0 million in All Funds for public transportation grants, including increases of \$4.9 million in Federal Funds, primarily from Non-Urbanized Area Formula funds, offset by a decrease of \$0.9 million in SHF; and - Increases in SHF of \$0.4 million to biennialize salaries and wages at the FY 2021 budgeted levels and \$0.5 million for various operating expenses.
FEDERAL FUNDS	\$274,102,953	\$135,620,104	(\$138,482,849)	(50.5%)	
OTHER FUNDS	\$74,691,724	\$74,546,636	(\$145,088)	(0.2%)	
TRAFFIC SAFETY C.2.1	\$122,703,608	\$125,339,014	\$2,635,406	2.1%	Increase of \$2.6 million in All Funds includes a net increase of \$2.1 million in Federal Funds related to State and Community Safety and National Priority Safety Programs grant funds and an increase of \$0.5 million in SHF for various operating expenses.
GENERAL REVENUE FUNDS	\$1,460,436	\$0	(\$1,460,436)	(100.0%)	See comment below.

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
GR DEDICATED	\$0	\$1,460,436	\$1,460,436	100.0%	
					Recommendations include an across-the-board method of financing change to replace General Revenue Fund - Insurance Companies Maintenance Tax and Insurance Department Fees Account No. 8042 with GR Dedicated - Texas Department of Insurance Operating Fund Account No. 36 for the 2022-23 biennium. Recommendations provide \$1.5 million from GR Dedicated Account No. 36 for maintenance of the Crash Records Information System.
FEDERAL FUNDS	\$100,937,020	\$103,046,578	\$2,109,558	2.1%	
OTHER FUNDS	\$20,306,152	\$20,832,000	\$525,848	2.6%	
TRAVEL INFORMATION C.3.1	\$39,299,128	\$39,786,000	\$486,872	1.2%	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.
OTHER FUNDS	\$39,299,128	\$39,786,000	\$486,872	1.2%	
RESEARCH C.4.1	\$50,849,736	\$53,877,419	\$3,027,683	6.0%	Recommendations provide Federal Funds and SHF for research and development performed in partnership with state-supported colleges and universities.
FEDERAL FUNDS	\$39,602,641	\$42,584,379	\$2,981,738	7.5%	Increase in Federal Funds primarily related to funding approved for studying and testing for the safe integration of automated driving systems.
OTHER FUNDS	\$11,247,095	\$11,293,040	\$45,945	0.4%	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
AVIATION SERVICES C.5.1	\$240,378,734	\$177,364,000	(\$63,014,734)	(26.2%)	Decrease of \$63.0 million in All Funds due to the following: - A decrease of \$14.3 million in General Revenue Funds from one-time appropriations for expansion projects at the McKinney National Airport; - A decrease of \$32.8 million in SHF for aviation services grants, including \$32.2 million from unexpended balances of appropriations for aviation services grant funds carried forward from 2018-19; - A decrease of \$11.5 million in Federal Funds from additional Airport Improvement Program funds provided by the CARES Act, 2020, to be administered by TxDOT for airports participating in the Texas state block grant program; - A decrease of \$5.0 million in Economic Stabilization Funds (Other Funds) from SB 500, 86(R), 2019, Supplemental Appropriations for to expand an airport hangar at the South Texas International Airport for emergency and first responder aircraft staging and storage; and - An increase of \$0.5 million in SHF to biennialize salaries and wages at the FY 2021 budgeted levels.
GENERAL REVENUE FUNDS	\$14,250,000	\$0	(\$14,250,000)	(100.0%)	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$111,500,000	\$100,000,000	(\$11,500,000)	(10.3%)	
OTHER FUNDS	\$114,628,734	\$77,364,000	(\$37,264,734)	(32.5%)	
GULF WATERWAY C.6.1	\$1,865,487	\$2,169,575	\$304,088	16.3%	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. Recommendations include \$1.6 million in capital budget authority for the acquisition of sites for the disposal of dredged material, for an increase of \$0.3 million from 2020-21.
OTHER FUNDS	\$1,865,487	\$2,169,575	\$304,088	16.3%	
Total, Goal C, OPTIMIZE SERVICES AND SYSTEMS	\$803,891,370	\$608,702,748	(\$195,188,622)	(24.3%)	
GENERAL REVENUE FUNDS	\$15,710,436	\$0	(\$15,710,436)	(100.0%)	
GR DEDICATED	\$0	\$1,460,436	\$1,460,436	100.0%	
FEDERAL FUNDS	\$526,142,614	\$381,251,061	(\$144,891,553)	(27.5%)	
OTHER FUNDS	\$262,038,320	\$225,991,251	(\$36,047,069)	(13.8%)	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
RAIL PLAN/DESIGN/MANAGE D.1.1	\$5,907,091	\$6,024,000	\$116,909	2.0%	
OTHER FUNDS	\$5,907,091	\$6,024,000	\$116,909	2.0%	
CONTRACT RAIL PLAN/DESIGN D.1.2	\$7,000,000	\$7,000,000	\$0	0.0%	
FEDERAL FUNDS	\$6,600,000	\$6,600,000	\$0	0.0%	
OTHER FUNDS	\$400,000	\$400,000	\$0	0.0%	
RAIL CONSTRUCTION D.1.3	\$5,400,960	\$4,929,788	(\$471,172)	(8.7%)	
GENERAL REVENUE FUNDS	\$471,172	\$0	(\$471,172)	(100.0%)	Decrease of \$0.5 million in General Revenue from one-time appropriations for development of border inspection facilities on the South Orient Railroad at Presidio.
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$0	\$0	\$0	0.0%	
OTHER FUNDS	\$4,929,788	\$4,929,788	\$0	0.0%	Includes \$4.9 million in SHF for the state's share of operating subsidies for the Amtrak Heartland Flyer passenger route from Fort Worth to Oklahoma City in alignment with the agency's request.
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.
GENERAL REVENUE FUNDS	\$2,416,118	\$2,416,118	\$0	0.0%	
Total, Goal D, ENHANCE RAIL TRANSPORTATION	\$20,724,169	\$20,369,906	(\$354,263)	(1.7%)	
GENERAL REVENUE FUNDS	\$2,887,290	\$2,416,118	(\$471,172)	(16.3%)	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$6,600,000	\$6,600,000	\$0	0.0%	
OTHER FUNDS	\$11,236,879	\$11,353,788	\$116,909	1.0%	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
CENTRAL ADMINISTRATION E.1.1	\$531,331,209	\$199,405,367	(\$331,925,842)	(62.5%)	Decrease of \$331.9 million in Other Funds due to the following: - A decrease of \$326.0 million in Revenue Bond Proceeds from Texas Public Financing Authority (TPFA) financing for constructing and equipping the TxDOT Austin Campus Consolidation project; - A decrease of \$27.0 million in SHF, including \$22.0 million in unexpended appropriation balances carried forward from the 2018-19 biennium, for land acquisition, site preparation, and other preconstruction development activities for the Austin Campus Consolidation project; - A decrease of \$12.2 million in SHF for Centralized Accounting and Payroll/Personnel System (CAPPS) Upgrades and Improvements capital budget; - A net decrease of \$5.2 million from professional fees and services and other operating expenses; - An increase of \$33.6 million for lease payments to TPFA related to Revenue Bond financing for the Austin Campus Consolidation project; and - An increase of \$4.9 million to biennialize salaries and wages at the FY 2021 budgeted levels.
OTHER FUNDS	\$531,331,209	\$199,405,367	(\$331,925,842)	(62.5%)	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
INFORMATION RESOURCES E.1.2	\$384,206,896	\$261,301,892	(\$122,905,004)	(32.0%)	Decrease of \$122.9 million in All Funds due to the following: - A decrease of \$99.4 million in SHF for major information resource technology capital budget projects including Enterprise Information Management (\$31.5 million), Information Systems and Modernization (\$57.7 million), and Mainframe Modernizations (\$10.2 million from unexpended appropriation balances from 2018-19 biennium); - A decrease of \$20.3 million in SHF for Cybersecurity Initiatives capital budget; - A net decrease of \$18.2 million in SHF for Technology Replacements and Upgrades capital budget projects; - A decrease of \$4.9 million in Federal Funds related to the agency's estimated amounts reimbursements from Federal Emergency Management public assistance funds for the agency's COVID-19 response costs; - A decrease of \$0.9 million in SHF for CAPPs ongoing maintenance and support costs; - An increase of \$12.9 million in SHF for maintenance and support costs for completed major information resources projects and other direct information technology support for daily operations; - An increase of \$5.5 million in SHF for Data Center Services to reflect the Department of Information Resources estimated costs to maintain current obligations; - An increase of \$1.5 million to biennialize salaries and wages at the FY 2021 budgeted levels; and - An increase of \$0.9 million for PC replacement.
FEDERAL FUNDS	\$4,851,636	\$0	(\$4,851,636)	(100.0%)	
OTHER FUNDS	\$379,355,260	\$261,301,892	(\$118,053,368)	(31.1%)	
OTHER SUPPORT SERVICES E.1.3	\$87,207,586	\$88,612,873	\$1,405,287	1.6%	Increase of \$1.4 million in SHF due to the following: - An increase of \$1.6 million to biennialize salaries and wages at the FY 2021 budgeted levels; - An increase of \$0.1 million for acquisition of capital equipment and items; and - A net decrease of \$0.3 million in various operating expenses.
OTHER FUNDS	\$87,207,586	\$88,612,873	\$1,405,287	1.6%	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
Total, Goal E, INDIRECT ADMINISTRATION	\$1,002,745,691	\$549,320,132	(\$453,425,559)	(45.2%)	
GENERAL REVENUE FUNDS	\$0	\$0	\$0	0.0%	
GR DEDICATED	\$0	\$0	\$0	0.0%	
FEDERAL FUNDS	\$4,851,636	\$0	(\$4,851,636)	(100.0%)	
OTHER FUNDS	\$997,894,055	\$549,320,132	(\$448,573,923)	(45.0%)	
GENERAL OBLIGATION BONDS F.1.1	\$672,676,883	\$569,000,000	(\$103,676,883)	(15.4%)	Debt service payments on Proposition 12 General Obligation bonds.
FEDERAL FUNDS	\$22,634,441	\$22,704,000	\$69,559	0.3%	Federal Funds are for interest payment subsidies for debt service payments on bonds issued under the Build America Bonds (BABs) program.
OTHER FUNDS	\$650,042,442	\$546,296,000	(\$103,746,442)	(16.0%)	Recommendations provide SHF - Proposition 7 funding for repayment of principal and interest (debt service) on Proposition 12 GO bonds as authorized by the Texas Constitution and include a decrease of \$103.7 million from the 2020-21 budgeted amount in alignment with the agency's request.
STATE HIGHWAY FUND BONDS F.1.2	\$856,487,152	\$847,000,000	(\$9,487,152)	(1.1%)	All Funds decrease of \$9.5 million for debt service payments on Proposition 14 SHF bonds, including a decrease of \$12.8 million in SHF (Other Funds) and an increase of \$3.3 million in Federal Funds from BABs interest payment subsidies.
FEDERAL FUNDS	\$50,706,636	\$54,060,000	\$3,353,364	6.6%	
OTHER FUNDS	\$805,780,516	\$792,940,000	(\$12,840,516)	(1.6%)	
TEXAS MOBILITY FUND BONDS F.1.3	\$771,388,172	\$801,643,000	\$30,254,828	3.9%	All Funds increase of \$30.3 million for debt service payments on Texas Mobility Fund (TMF) bonds, including an increase of \$27.4 million from the TMF (Other Funds) and an increase of \$2.8 million in Federal funds from BABs interest payment subsidies.
FEDERAL FUNDS	\$43,710,780	\$46,526,000	\$2,815,220	6.4%	
OTHER FUNDS	\$727,677,392	\$755,117,000	\$27,439,608	3.8%	
OTHER DEBT SERVICE F.1.4	\$1,000,000	\$1,000,000	\$0	0.0%	Includes SHF for agreements for short-term lending facilities.
OTHER FUNDS	\$1,000,000	\$1,000,000	\$0	0.0%	
Total, Goal F, DEBT SERVICE PAYMENTS	\$2,301,552,207	\$2,218,643,000	(\$82,909,207)	(3.6%)	
FEDERAL FUNDS	\$117,051,857	\$123,290,000	\$6,238,143	5.3%	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
OTHER FUNDS	\$2,184,500,350	\$2,095,353,000	(\$89,147,350)	(4.1%)	
PLAN/DESIGN/MANAGE - SUBACCOUNT G.1.1	\$9,000,000	\$9,000,000	\$0	0.0%	
OTHER FUNDS	\$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%	
OTHER FUNDS	\$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%	
OTHER FUNDS	\$25,000,000	\$25,000,000	\$0	0.0%	
CONSTRUCTION CONTRACTS - SUBACCOUNT G.1.4	\$267,772,233	\$686,000,000	\$418,227,767	156.2%	Increase of \$418.2 million from SHF dedicated toll and concession fee funding for projects in the TxDOT Dallas District in alignment with the agency's request.
OTHER FUNDS	\$267,772,233	\$686,000,000	\$418,227,767	156.2%	
Total, Goal G, DEVELOP TOLL SUBACCOUNT PROJECTS	\$309,772,233	\$728,000,000	\$418,227,767	135.0%	Recommendations in Goal G strategies provide funding from toll revenue and concession fees deposited to dedicated toll project subaccounts in the SHF. The Transportation Code specifies that money held in a toll project subaccount may be used only to finance transportation and air quality projects in the region encompassing the toll project.
OTHER FUNDS	\$309,772,233	\$728,000,000	\$418,227,767	135.0%	
REMITTANCE TO TERP FUND H.1.1	\$0	\$300,000,000	\$300,000,000	100.0%	Recommendations include a new Goal and Strategy to authorize an appropriation of State Highway Funds (estimated to be \$150.0 million each fiscal year) for remittance to the Comptroller for deposit to the Texas Emissions Reduction Plan Fund outside the state treasury beginning in FY 2022 in accordance with Transportation Code §501.138 and Health and Safety Code §386.250.
OTHER FUNDS	\$0	\$300,000,000	\$300,000,000	100.0%	
Total, Goal H, TEXAS EMISSIONS REDUCTION PLAN	\$0	\$300,000,000	\$300,000,000	100.0%	
OTHER FUNDS	\$0	\$300,000,000	\$300,000,000	100.0%	

Department of Transportation
Funding Changes and Recommendations by Strategy - Senate -- Summary by Method of Financing Category

Strategy/Fund Type/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
Grand Total, All Agency	\$32,812,370,881	\$30,354,049,699	(\$2,458,321,182)	(7.5%)	
GENERAL REVENUE FUNDS	\$18,597,726	\$2,416,118	(\$16,181,608)	(87.0%)	
GR DEDICATED	\$0	\$1,460,436	\$1,460,436	100.0%	
FEDERAL FUNDS	\$12,239,505,310	\$9,839,344,682	(\$2,400,160,628)	(19.6%)	
OTHER FUNDS	\$20,554,267,845	\$20,510,828,463	(\$43,439,382)	(0.2%)	

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

Strategy/Goal	2020-21 Base	2022-23 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 and motor vehicle sales and rental taxes (Proposition 7, 2015), and toll project and concession fee subaccount funds.
PLAN/DESIGN/MANAGE A.1.1	\$560,509,241	\$690,407,033	\$129,897,792	23.2%	
CONTRACTED PLANNING AND DESIGN A.1.2	\$419,089,508	\$392,973,465	(\$26,116,043)	(6.2%)	
RIGHT-OF-WAY ACQUISITION A.1.3	\$505,812,698	\$547,074,800	\$41,262,102	8.2%	
CONSTRUCTION CONTRACTS A.1.4	\$1,575,911,811	\$1,404,150,825	(\$171,760,986)	(10.9%)	
MAINTENANCE CONTRACTS A.1.5	\$714,379,428	\$713,739,158	(\$640,270)	(0.1%)	
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	\$413,794,831	\$284,983,934	(\$128,810,897)	(31.1%)	
Total, Goal A, PROJECT DEVELOPMENT AND DELIVERY	\$4,189,497,517	\$4,033,329,215	(\$156,168,302)	(3.7%)	
CONTRACTED ROUTINE MAINTENANCE B.1.1	\$1,893,279,464	\$1,732,625,905	(\$160,653,559)	(8.5%)	
ROUTINE MAINTENANCE B.1.2	\$1,463,070,257	\$1,670,997,331	\$207,927,074	14.2%	
FERRY OPERATIONS B.1.3	\$108,970,870	\$100,436,410	(\$8,534,460)	(7.8%)	
Total, Goal B, ROUTINE SYSTEM MAINTENANCE	\$3,465,320,591	\$3,504,059,646	\$38,739,055	1.1%	
PUBLIC TRANSPORTATION C.1.1	\$74,691,724	\$74,546,636	(\$145,088)	(0.2%)	
TRAFFIC SAFETY C.2.1	\$20,306,152	\$20,832,000	\$525,848	2.6%	
TRAVEL INFORMATION C.3.1	\$39,299,128	\$39,786,000	\$486,872	1.2%	
RESEARCH C.4.1	\$11,247,095	\$11,293,040	\$45,945	0.4%	
AVIATION SERVICES C.5.1	\$100,628,734	\$68,364,000	(\$32,264,734)	(32.1%)	
GULF WATERWAY C.6.1	\$1,865,487	\$2,169,575	\$304,088	16.3%	
Total, Goal C, OPTIMIZE SERVICES AND SYSTEMS	\$248,038,320	\$216,991,251	(\$31,047,069)	(12.5%)	
RAIL PLAN/DESIGN/MANAGE D.1.1	\$5,907,091	\$6,024,000	\$116,909	2.0%	
CONTRACT RAIL PLAN/DESIGN D.1.2	\$400,000	\$400,000	\$0	0.0%	
RAIL CONSTRUCTION D.1.3	\$4,929,788	\$4,929,788	\$0	0.0%	
RAIL SAFETY D.1.4	\$0	\$0	\$0	0.0%	
Total, Goal D, ENHANCE RAIL TRANSPORTATION	\$11,236,879	\$11,353,788	\$116,909	1.0%	

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

Strategy/Goal	2020-21 Base	2022-23 Recommended	Biennial Change	% Change	Comments
CENTRAL ADMINISTRATION E.1.1	\$205,331,209	\$199,405,367	(\$5,925,842)	(2.9%)	
INFORMATION RESOURCES E.1.2	\$379,355,260	\$261,301,892	(\$118,053,368)	(31.1%)	
OTHER SUPPORT SERVICES E.1.3	\$87,203,873	\$88,612,873	\$1,409,000	1.6%	
Total, Goal E, INDIRECT ADMINISTRATION	\$671,890,342	\$549,320,132	(\$122,570,210)	(18.2%)	
GENERAL OBLIGATION BONDS F.1.1	\$0	\$0	\$0	0.0%	
STATE HIGHWAY FUND BONDS F.1.2	\$805,780,516	\$792,940,000	(\$12,840,516)	(1.6%)	
TEXAS MOBILITY FUND BONDS F.1.3	\$0	\$0	\$0	0.0%	
OTHER DEBT SERVICE F.1.4	\$1,000,000	\$1,000,000	\$0	0.0%	
Total, Goal F, DEBT SERVICE PAYMENTS	\$806,780,516	\$793,940,000	(\$12,840,516)	(1.6%)	
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%	
Total, Goal G, DEVELOP TOLL SUBACCOUNT PROJECTS	\$0	\$0	\$0	0.0%	
REMITTANCE TO TERP FUND H.1.1	\$0	\$300,000,000	\$300,000,000	100.0%	
Total, Goal H, TEXAS EMISSIONS REDUCTION PLAN	\$0	\$300,000,000	\$300,000,000	100.0%	
Grand Total, All Strategies	\$9,392,764,165	\$9,408,994,032	\$16,229,867	0.2%	

Department of Transportation
Summary of Federal Funds - Senate
(Dollar amounts in Millions)

Appendix B

Program	Est 2020	Bud 2021	Rec 2022	Rec 2023	2020-21 Base	2022-23 Rec	2022-23 Rec % Total	Recommended Over/(Under) Base	% Change from Base
Highway Planning and Construction	\$6,287.6	\$5,345.0	\$4,616.3	\$4,761.0	\$11,632.6	\$9,377.4	95.3%	(\$2,255.2)	(19.4%)
Debt Service Subsidy for Build America Bonds	\$58.7	\$58.4	\$61.9	\$61.4	\$117.1	\$123.3	1.3%	\$6.2	5.3%
Non-Urbanized Area Formula Grants	\$50.7	\$51.7	\$52.8	\$53.8	\$102.4	\$106.6	1.1%	\$4.2	4.1%
Airport Improvement Program	\$50.0	\$50.0	\$50.0	\$50.0	\$100.0	\$100.0	1.0%	\$0.0	0.0%
State and Community Highway Safety	\$22.5	\$23.0	\$23.7	\$23.8	\$45.5	\$47.4	0.5%	\$1.9	4.1%
National Priority Safety Programs	\$20.3	\$20.8	\$21.4	\$21.4	\$41.1	\$42.8	0.4%	\$1.7	4.2%
Capital Assistance Programs for Elderly & Disabled	\$7.4	\$7.6	\$7.7	\$7.9	\$15.0	\$15.6	0.2%	\$0.6	4.0%
Crash Records Information System	\$6.2	\$6.3	\$6.3	\$6.3	\$12.5	\$12.5	0.1%	\$0.0	0.1%
Bus and Bus Facilities Formula Program	\$3.5	\$3.5	\$3.5	\$3.5	\$7.0	\$7.0	0.1%	\$0.0	0.0%
COVID19 Airport Improvement Program	\$5.0	\$6.5	\$0.0	\$0.0	\$11.5	\$0.0	0.0%	(\$11.5)	(100.0%)
COVID19 Non-Urbanized Area Formula Grants	\$75.0	\$68.2	\$0.0	\$0.0	\$143.2	\$0.0	0.0%	(\$143.2)	(100.0%)
COVID19 Public Assistance Cat. B (Emergency Protective Measures)	\$4.9	\$0.0	\$0.0	\$0.0	\$4.9	\$0.0	0.0%	(\$4.9)	(100.0%)
All Other Grants	\$3.3	\$3.5	\$3.4	\$3.4	\$6.8	\$6.8	0.1%	(\$0.1)	(0.8%)
TOTAL:	\$6,595.0	\$5,644.5	\$4,846.8	\$4,992.5	\$12,239.5	\$9,839.3	100.0%	(\$2,400.2)	(19.6%)

**Department of Transportation
FTE Highlights - Senate**

Full-Time-Equivalent Positions	Expended 2019	Estimated 2020	Budgeted 2021	Recommended 2022	Recommended 2023
Cap	12,213.5	12,527.0	12,527.0	12,527.0	12,527.0
Actual/Budgeted	12,107.7	12,255.6	12,827.0	NA	NA
<i>Actual/Budgeted Summer Hire Program</i>	<i>167.6</i>	<i>300.0</i>	<i>300.0</i>	<i>300.0</i>	<i>300.0</i>

Schedule of Exempt Positions (Cap)					
Executive Director, Group 9 (\$344,000)	\$299,813	\$344,000	\$344,000	\$344,000	\$344,000
Commissioner (5) (\$16,805)	\$16,805	\$16,805	\$16,805	\$16,805	\$16,805

Notes:

a) State Auditor's Office is the source for the FY 2019 and FY 2020 annual average (actual) FTE levels.

b) Expended 2019, Estimated 2020, and Budgeted 2021 Actual/Budgeted amounts include TxDOT Summer Hire FTEs that are exempt from the FTE cap pursuant to Rider 13, Full-Time Equivalent: Summer Hire Program, 2020-21 General Appropriations Act, which authorizes up to 1,200.0 Summer Hire FTEs in the 3rd and 4th quarters of each fiscal year.

c) The State Auditor's Office Report, *Executive Compensation at State Agencies* (Report 20-706, August 2020), indicates a market average salary of \$296,632 for the Executive Director position at the Department of Transportation. The agency is not requesting any changes to its exempt position.