



***Statewide Transportation
Improvement Program (STIP)***

ADDENDUM

Fiscal Years

2011-2014

Draft

INTRODUCTION

The Statewide Transportation Improvement Program (STIP) is the Department of Transportation's (TxDOT's) four-year capital improvement program developed under Title 23 United States Code (USC), Section 135 Statewide Planning, (f) Statewide Transportation Improvement Program and 43 TAC §15.8. The STIP must also be compliant with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

TxDOT, authorized by the Governor to act on his behalf in the matter of public involvement, is making this STIP available on its website, in its District Offices around the state from July 23, 2010 to September 7, 2010 and will hold a public hearing on August 24, 2010 in Austin, Texas, to provide interested parties the opportunity to comment on the contents of this document.

TxDOT's Mission, Vision and Goals

TxDOT's 2011-2015 Strategic Plan – a 5-year management plan that provides the department with a means to continually assess its progress and performance – outlines the department's mission, vision and goals.

Mission – Provide safe and efficient movement of people and goods, enhance economic viability, and improve the quality of life for the people that travel in the state of Texas by maintaining existing roadways and collaborating with private and local entities to plan, design, build and maintain expanded transportation infrastructure.

Vision – To be a trusted, performance-driven organization committed to collaborating with internal and external partners to deliver a modern, interconnected and multimodal transportation system that enhances the quality of life for Texas citizens and increases the competitive position for Texas industry.

Goals – TxDOT's department-wide goals:

- Develop an organizational structure and strategies designed to address the future multimodal transportation needs of all Texans;
- Enhance safety for all Texas transportation system users;
- Maintain the existing Texas transportation system;
- Promote congestion relief strategies;
- Enhance system connectivity; and
- Facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners.

STIP and TIP Definitions

A TIP is a capital improvement program developed cooperatively by local and state transportation entities that includes a list of multi-modal (e.g., highway, transit, bicycle, etc.) transportation projects drawn from and consistent with a rural long-range plan (statewide plan), or Metropolitan Planning Organization (MPO) long-range plans known as a Metropolitan Transportation Plans (MTPs). Federal regulations, along with regional policies and practices, establish the process by which transportation projects are selected, modified, and implemented.

The TIP serves as a short-term programming document that lists approximately four years of funded (committed from local, state, and federal sources) transportation projects designed to construct, complete, implement, operate and maintain regional and statewide transportation systems in accordance with the recommendations of the long-range statewide transportation plan and/or an MPO's MTP.

The STIP is the State's four-year capital improvement program that includes the MPO and Rural TIPs, and contains all phases of transportation projects to be built during the four-year period. Projects must be consistent with the state and metropolitan long-range plans; and in non-attainment areas (Houston, Dallas-Fort Worth, Beaumont and El Paso), projects must conform to the State Implementation Plan.

There are differences between the TIP and STIP documents:

- MPO TIPs are stand-alone documents, approved at the local level, that include projects within the MPO boundaries.
- The STIP includes projects for the entire state and is approved first by the Texas Transportation Commission, and then by both FTA and the Federal Highway Administration (FHWA).
- The STIP is subject to a statewide public involvement effort that culminates in a public hearing in Austin, Texas, and a subsequent comment period before commission adoption by minute order.
- Federal dollars cannot be expended on a project in a TIP unless that project is in the STIP listed individually or by reference. With few exceptions, projects must generally be included in the TIP and STIP in order to move forward.
- There must be one over-lapping year of projects from one STIP document to the next to ensure that the state has an approved document from which to construct, complete, implement, operate and maintain projects.

The STIP includes financial summary tables to demonstrate fiscal constraint. Projects that are funded in the TIPs/STIP and constructed, implemented, operated or maintained using federal dollars must conform to any and all federal, state or local regulations/statutes that are applicable based on the type of project, type of funding received, scope of work and/or impact to the natural or human environments.

Unified Transportation Program

The Unified Transportation Program (UTP) is TxDOT's ten-year programming document to authorize and guide transportation project development and construction on Texas' intermodal transportation network. It is updated, and adopted by the commission annually.

The UTP includes funding strategies and projects to maintain and preserve the existing transportation system and taxpayer investments. The UTP also includes funding strategies and projects to construct transportation infrastructure. The UTP document can be viewed on TxDOT's website.

It takes several years for a project to be constructed once the need for that project has been identified. The following steps are elements of the project development process from conception to construction/implementation:

- Demographic, census, traffic data has indicated the need for a project.
- The project is scoped in general terms and listed in a long range plan and may receive plan authority from TxDOT. Projects may remain in the plan authority stage for up to 10 years.
- TxDOT identifies available funding for the project. After funding has been generally identified, a project may now receive develop authority and be placed in the UTP.
- Projects may remain in the development stage for up to 7 years while the following is completed:
 - PS&E (Plans, Specifications and Estimates)
 - Right-of-Way (ROW) acquisition
 - Local agreements (if required)
 - Environmental clearance (NEPA)
 - Public involvement
- The project receives construct authority and is placed in the TIP/STIP with all sources of funding to complete the project phases for projects to be let to construction/implemented within 1 to 4 years.
- The project has all funds identified/ committed, all local agreements in place, required rights-of way (ROW) are purchased, environmental clearance (including completion of public involvement), etc., and may then go to construction.

As required to maintain fiscal constraint, the STIP (and TIPs contained therein) should include projects for which full funding is reasonably anticipated to be available in order to construct, complete, implement, operate and maintain the projects.

Transportation Planning and the NEPA Process

TxDOT is committed to protecting, preserving, and enhancing the environment where feasible. There are severe consequences for not adhering to the requirements of the **National Environmental Policy Act (NEPA)** that include project delays, fines, and criminal liability – not to mention a negative public image. We will reference documents that demonstrate compliance with SAFETEA-LU, instead of summarizing them in this Introduction to the STIP to save paper for those wanting a printed copy.

In accordance with NEPA, environmental documents are prepared that state:

- The purpose and need of a TxDOT transportation project,
- Any existing environmental and socioeconomic conditions,
- Environmental consequences of the project, and
- Alternatives to the proposed alignment of the project.

23 CFR 450.212 and 23 CFR 450.318 encourage linkages between the transportation planning and project development and NEPA processes. To the extent that is possible and financially feasible, TxDOT works with the MPOs, state and federal oversight agencies, and the FHWA and FTA to ensure NEPA processes are complete before a project in the STIP is constructed or implemented. During project development, several TxDOT Divisions – Design, Environmental Affairs, and Right-of-Way – work with the Advance Planning Engineers in the TxDOT District Offices to accomplish some NEPA coordination while projects are still in the UTP, before these projects are moved into the MPO and Rural TIPs and STIP.

Environmental resource documents can be found on the TxDOT website at http://www.txdot.gov/txdot_library/consultants_contractors/publications/environmental_resources.htm.

PROGRAM ALLOCATION AND PROJECT SELECTION

The allocation program is a funding management tool. The commission has delegated the responsibility for selecting and funding projects to the lowest responsible levels – the TxDOT districts and divisions (in cooperation with the MPOs). Projects can be selected, developed and let to contract with each project's cost debited against the allocated funds for that program.

Most allocation programs consist of projects requiring relatively short development times and are intended to preserve the existing highway system. Projects that improve mobility or safety are selected through a competitive process and funded with project specific highway construction programs managed by TxDOT. These projects are usually associated with longer development periods and higher construction costs.

The TxDOT District offices follow the State of Texas project selection procedures adopted by the Commission (in accordance with 134 (h)(2) of Title 23 U.S.C. as amended) for projects in areas outside the metropolitan area boundaries. Projects with the metropolitan area boundaries are selected by the MPOs in cooperation with their TxDOT district office, and in accordance with procedures adopted by each MPO.

Transit Funding

TxDOT's Public Transportation Division (PTN) will administer transit funds to ensure operation within the legal requirements in accordance with Federal Transit Administration (FTA) regulations. The following explanations are essential to understanding the financial feasibility of transit funding procedures as they relate to the preparation and approval of the TIPs and STIP:

- FTA Section 5307 - Mass transit apportionment to urbanized areas based on population, population density and operating performance. The department has authority over the distribution of funds to urbanized areas of less than 200,000 in population. PTN will limit annual project allocations to stay within the apportionment furnished by FTA.
- FTA Section 5309 - Mass transit discretionary funds for capital projects only. The presence of an identifier number in the project description indicates the transit agency has received the funds requested. Otherwise, the numbers shown in each fiscal year simply reflect needs as perceived by the requesting agencies and operators.

Funding for the following programs is constrained to the Federal Transit Administration's published estimates of future funding levels.

- FTA Section 5310 - Provides federal funds to public and private nonprofit entities for the transportation of elderly individuals and/or individuals with disabilities. Grants are for capital equipment, preventive maintenance and purchase of service only.
- FTA Section 5311 - Provides funds for Rural Transit Programs. Thirty-nine entities blanketing the state provide service in the non-urbanized areas.
- FTA Section 5316 - Funds projects that provide work transportation or transportation to support services such as training, job search and child care.
- FTA Section 5317 - Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act.

PTN is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes outlined in 23 CFR 450.306(g).

**Transit Financial Summary
TOTAL FOR STATE OF TEXAS
FY 2011- 2014 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2011			FY 2012			FY 2013		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	563,099,961	127,663,550	690,763,511	199,883,170	53,169,366	253,052,536	200,361,844	52,909,678	253,271,522
2 Sec. 5307 - Urbanized Formula <200K	55,380,085	38,298,331	93,678,416	38,129,389	35,795,345	73,924,734	38,794,477	36,608,900	75,403,377
3 Sec. 5309 - Discretionary	863,473,521	441,279,395	1,304,752,916	439,254,288	439,831,540	879,085,828	450,919,833	456,797,926	907,717,759
4 Sec. 5310 - Elderly & Individuals w/Disabilities	7,236,719	1,424,210	8,660,929	6,618,435	1,463,716	8,082,151	6,345,953	1,176,890	7,522,843
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	21,213,258	12,764,051	33,977,309	5,276,184	2,055,629	7,331,813	5,286,184	2,065,629	7,351,813
7 Sec. 5316 - JARC <200K	136,500	136,500	273,000	140,000	140,000	280,000	143,500	143,500	287,000
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	11,025,664	3,539,120	14,564,784	2,029,602	848,577	2,878,179	2,029,602	848,577	2,878,179
10 Sec. 5317 - New Freedom <200K	1,009,772	253,193	1,262,965	913,515	229,129	1,142,644	137,087	35,021	172,108
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
12 Other FTA	23,253	1,723,253	1,746,506	160,000	8,700,000	8,860,000	60,000	8,000,000	8,060,000
13 Regionally Significant or Other	0	324,806,193	324,806,193	0	506,737,997	506,737,997	2,504,175	530,494,650	532,998,825
Total Funds	\$1,522,598,733	\$951,887,796	\$2,474,486,529	\$692,404,583	\$1,048,971,299	\$1,741,375,882	\$706,582,655	\$1,089,080,771	\$1,795,663,426
Transportation Development Credits Requested			2,405,694			2,310,279			1,345,402
Awarded			979,449			648,886			0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2014			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	199,931,437	52,824,646	252,756,083	1,163,276,412	286,567,240	1,449,843,652
2 Sec. 5307 - Urbanized Formula <200K	39,623,235	37,298,672	76,921,907	171,927,186	148,001,248	319,928,434
3 Sec. 5309 - Discretionary	579,273,048	409,666,849	988,939,897	2,332,920,690	1,747,575,710	4,080,496,400
4 Sec. 5310 - Elderly & Individuals w/Disabilities	6,155,897	1,166,455	7,322,352	26,357,004	5,231,289	31,588,273
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	5,296,184	2,075,629	7,371,813	37,071,810	18,960,938	56,032,748
7 Sec. 5316 - JARC <200K	147,000	147,000	294,000	567,000	567,000	1,134,000
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	2,029,602	848,577	2,878,179	17,114,470	6,084,851	23,199,321
10 Sec. 5317 - New Freedom <200K	0	0	0	2,060,374	517,343	2,577,717
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12 Other FTA	160,000	0	160,000	403,253	18,423,253	18,826,506
13 Regionally Significant or Other	16,064,571	651,958,304	668,022,875	18,568,746	2,013,997,144	2,032,565,890
Total Funds	\$848,680,974	\$1,155,986,132	\$2,004,667,106	\$3,770,266,945	\$4,245,925,996	\$8,016,192,941
Transportation Development Credits Requested			1,345,402			7,406,777
Awarded			0			1,628,335

Current as of 7/23/2010

Transit Financial Summary
TOTAL FOR ALL MPOs
FY 2011- 2014 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Cell Add	FY 2011			FY 2012			FY 2013		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	563,099,961	127,663,550	690,763,511	199,883,170	53,169,366	253,052,536	200,361,844	52,909,678	253,271,522
2 Sec. 5307 - Urbanized Formula <200K	55,380,085	38,298,331	93,678,416	38,129,389	35,795,345	73,924,734	38,794,477	36,608,900	75,403,377
3 Sec. 5309 - Discretionary	863,473,521	441,279,395	1,304,752,916	439,254,288	439,831,540	879,085,828	450,919,833	456,797,926	907,717,759
4 Sec. 5310 - Elderly & Individuals w/Disabilities	4,931,929	914,682	5,846,611	4,339,072	944,360	5,283,432	4,066,501	650,757	4,717,258
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	21,213,258	12,764,051	33,977,309	5,276,184	2,055,629	7,331,813	5,286,184	2,065,629	7,351,813
7 Sec. 5316 - JARC <200K	136,500	136,500	273,000	140,000	140,000	280,000	143,500	143,500	287,000
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	11,025,664	3,539,120	14,564,784	2,029,602	848,577	2,878,179	2,029,602	848,577	2,878,179
10 Sec. 5317 - New Freedom <200K	1,009,772	253,193	1,262,965	913,515	229,129	1,142,644	137,087	35,021	172,108
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
12 Other FTA	23,253	1,723,253	1,746,506	160,000	8,700,000	8,860,000	60,000	8,000,000	8,060,000
13 Regionally Significant or Other	0	324,806,193	324,806,193	0	506,737,997	506,737,997	2,504,175	530,494,650	532,998,825
Total Funds	1,520,293,943	\$951,378,268	\$2,471,672,211	\$690,125,220	\$1,048,451,943	\$1,738,577,163	\$704,303,203	\$1,088,554,638	\$1,792,857,841
Transportation Development Credits Requested			2,361,817			2,310,279			1,345,402
Awarded			979,449			648,886			0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2014			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	199,931,437	52,824,646	252,756,083	1,163,276,412	286,567,240	1,449,843,652
2 Sec. 5307 - Urbanized Formula <200K	39,623,235	37,298,672	76,921,907	171,927,186	147,800,731	319,727,917
3 Sec. 5309 - Discretionary	579,273,048	409,666,849	988,939,897	2,332,920,690	1,747,575,710	4,080,496,400
4 Sec. 5310 - Elderly & Individuals w/Disabilities	4,061,121	649,323	4,710,444	16,883,683	2,755,605	20,557,745
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	5,296,184	2,075,629	7,371,813	37,071,810	18,960,938	56,032,748
7 Sec. 5316 - JARC <200K	147,000	147,000	294,000	567,000	567,000	1,134,000
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	2,029,602	848,577	2,878,179	17,114,470	6,084,851	23,199,321
10 Sec. 5317 - New Freedom <200K	0	0	0	2,060,374	517,343	2,577,717
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12 Other FTA	160,000	0	160,000	403,253	18,400,000	18,826,506
13 Regionally Significant or Other	16,064,571	651,958,304	668,022,875	18,568,746	2,013,997,144	2,032,565,890
Total Funds	\$846,586,198	\$1,155,469,000	\$2,002,055,198	\$3,761,308,564	\$4,243,853,849	\$8,005,162,413
Transportation Development Credits Requested			1,345,402			6,216,789
Awarded			0			415,464

Current July 23, 2010

**Transit Financial Summary
TXDOT (District and Division) SUMMARY
FY 2011- 2014 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2011			FY 2012			FY 2013		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	0	0	0	0	0	0	0	0	0
2 Sec. 5307 - Urbanized Formula <200K	0	0	0	0	0	0	0	0	0
3 Sec. 5309 - Discretionary	0	0	0	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	2,304,790	509,528	2,814,318	2,279,363	519,356	2,798,719	2,279,452	526,133	2,805,585
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	0	0	0	0	0	0	0	0	0
7 Sec. 5316 - JARC <200K	0	0	0	0	0	0	0	0	0
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0	0	0	0
10 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0	0	0	0
12 Other FTA	0	0	0	0	0	0	0	0	0
13 Regionally Significant or Other	0	0	0	0	0	0	0	0	0
Total Funds	2,304,790	\$509,528	\$2,814,318	\$2,279,363	\$519,356	\$2,798,719	\$2,279,452	\$526,133	\$2,805,585
Transportation Development Credits Requested			43,877			0			0
Awarded			0			0			0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs Transit Program	FY 2014			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	0	0	0	0	0	0
2 Sec. 5307 - Urbanized Formula <200K	0	0	0	0	0	0
3 Sec. 5309 - Discretionary	0	0	0	0	0	0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	2,094,776	517,132	2,611,908	8,958,381	2,072,147	11,030,528
5 Sec. 5311 - Nonurbanized Formula	0	0	0	0	0	0
6 Sec. 5316 - JARC >200K	0	0	0	0	0	0
7 Sec. 5316 - JARC <200K	0	0	0	0	0	0
8 Sec. 5316 - JARC Nonurbanized	0	0	0	0	0	0
9 Sec. 5317 - New Freedom >200K	0	0	0	0	0	0
10 Sec. 5317 - New Freedom <200K	0	0	0	0	0	0
11 Sec. 5317 - New Freedom Nonurbanized	0	0	0	0	0	0
12 Other FTA	0	0	0	0	0	0
13 Regionally Significant or Other	0	0	0	0	0	0
Total Funds	\$2,094,776	\$517,132	\$2,611,908	\$8,958,381	\$2,072,147	\$11,030,528
Transportation Development Credits Requested			0			43,877
Awarded			0			0

Current as of 7/23/2010

Highway Funding

TxDOT is responsible for selecting projects for following 12 funding categories: Preventive Maintenance and Rehabilitation, Metropolitan Corridor Projects, Urban Area Corridor Projects, Statewide Connectivity Corridor Projects, Structures Replacement and Rehabilitation, Safety, Transportation Enhancements, Miscellaneous Transportation, District Discretionary, and Strategic Priority.

TxDOT division personnel work with engineering and planning staff in the district offices, local and county officials, and the public through a public involvement process to select and program projects in the areas outside the metropolitan area boundaries.

MPO policy boards are responsible for programming projects in the following federal funding categories: Surface Transportation Program-Metropolitan Mobility (STP-MM), Congestion Mitigation and Air Quality Improvement Program (CMAQ) – if the area is designated non-attainment for air quality – and, transit funding (e.g., Section 5307 Urbanized Area Formula Program) as applicable. MPOs develop their own Project Selection Procedures based on the transportation needs in their region.

TxDOT's BUDGET

TxDOT's budget is determined by its Finance Division which publishes forecasted and anticipated revenues the department receives from fuel taxes, vehicle registration fees, federal reimbursements, local matching funds, and other state and local federal funds.

These forecasted revenue numbers are then provided to the districts and MPOs for allocation to projects that are listed in the rural and MPO TIPs. Funding levels are to be fiscally constrained throughout the life of the STIP.

The April 2010 cash forecast, in the Appendix to this Introduction chapter is the basis for the revenue forecasts used in the STIP.

STIP Financial Plan

The STIP financial plan demonstrates the feasibility of the proposed STIP for fiscal years 2011 through 2014, based on the use of innovative finance tools, state funding levels forecasted by TxDOT, and SAFETEA-LU federal funding amounts. The STIP includes federally supported surface transportation expenditures within the boundaries of the state. Projects in the STIP have been through the federally-mandated planning process and are included in the UTP (excluding transit and locally funded projects).

PTN is responsible for the allocation and fiscal constraint of transit funding. The Financial Summaries contain systems-level estimates of costs and revenue sources to adequately operate and maintain federally funded highway and transit facilities as stipulated in 23 CFR 450.216(m), 450.322(f)(10)(i), and 450.324(h-i).

The financial Summaries contain systems-level estimates of cost and revenue sources to adequately operate and maintain federally funded highway and transit facilities as stipulated in 23 CFR 450.216(n), 450.322(f)(10)(i), and 450.324(h-i).

Grouped Projects

In cooperation with the Federal Highway Administration, TxDOT developed Grouped Project CSJ numbers for projects that are not determined to be regionally significant so that they may be grouped in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. Grouping such projects allows for more efficient programming and reduces the need for revisions to the TIPs and STIP. The Grouped Projects CSJs are listed in a table in the Appendix to this Introduction chapter.

TxDOT will group projects in the rural TIPs to the fullest extent possible. The MPOs have been encouraged to participate, and have been provided with guidance with respect to the format and inclusion of grouped projects in their TIPs, but participation is optional, and the adoption and use of Grouped Project Categories is not uniform throughout the MPO TIPs.

Nonattainment areas will not have any added capacity projects, or phases of added capacity projects, grouped under this provision.

Funding Categories and Transfers

Some districts are over-programmed in specific categories for the four-year period; however, SAFETEA-LU funds and TxDOT's forecasted revenues indicate adequate funding amounts will be made available to construct projects over that same period. The shifting of projects between fiscal years allows for the flexibility essential to efficient program management. The maximum transfer of funding among categories and programs will be accomplished to ensure TxDOT does not lose federal apportionments and obligation authority.

Should federal apportionments be reduced by obligation authority, state and local dollars that would no longer be required to match federal funds will allow TxDOT to advance projects with state funds, seek advanced construction funds, or defer projects until federal obligation authority is available. Any source of funding that is reduced or eliminated will be represented in revisions to the TIP and STIP funding summaries, and the TIP/STIP project listing to ensure fiscal constraint.

Statewide Summary of Estimated Project Costs and Anticipated Revenues

The STIP document contains MPO and rural TIPs that list the projects and their programmed costs by geographic area. Based on the PTN Division's transit funding tables for statewide expenditures and spreadsheets generated by the districts using the PC STIP program (not including Grouped Project Categories unless projects in those categories were also listed individually), the Transportation Planning and Programming (TPP) Division has compiled the financial summary tables for programmed dollars for rural and MPO projects.

Transit summaries for the projects in specific rural or MPO areas (not statewide), in most cases, are included in the individual rural or MPO TIPs. These summaries are compiled using funding allocations provided by PTN.

It is important to note that these summary tables contain cost estimates and dollars for the projects that were listed and programmed at the time the MPOs and districts compiled the project lists, and that the actual cost of any one project will be more or less when that project is constructed or implemented.

STIP 2011-2014 Financial Summary

Forecast Revenues	FY 2011	FY 2012	FY 2013	FY 2014	Total
State Highway Fund	\$ 7,527,069,162	\$ 7,088,457,732	\$ 7,163,415,636	\$ 7,248,852,450	\$ 29,027,794,980
Texas Mobility Fund	\$ 603,879,936	\$ 291,449,469	\$ 185,938,726	\$ 167,917,361	\$ 1,249,185,492
Proposition 14	\$ 2,613,326,774	\$ 1,578,390,172	\$ 565,220,189	\$ 126,922,526	\$ 4,883,859,661
Proposition 12	\$ 1,778,807,589	\$ 1,153,353,821	\$ 517,443,532	\$ 190,521,920	\$ 3,640,126,862
Regional Toll Revenue	\$ 2,409,562,039	\$ 1,126,409,883	\$ 1,789,436,128	\$ 1,515,933,581	\$ 6,841,341,631
Federal Economic Stimulus (ARRA)	\$ 26,190,000	\$ -	\$ -	\$ -	\$ 26,190,000
Local (Match + Contributions)	\$ 1,919,184,987	\$ 971,966,854	\$ 1,368,446,055	\$ 389,288,471	\$ 4,648,886,367
Total Forecast Revenues	\$ 16,878,020,487	\$ 12,210,027,931	\$ 11,589,900,266	\$ 9,639,436,309	\$ 50,317,384,993
Estimated Expenditures					
STIP YOE Costs (Individual Project Listings)	\$ 7,027,068,927	\$ 2,657,387,650	\$ 3,624,726,169	\$ 2,485,678,685	\$ 15,794,861,431
Advanced Construction Conversions	\$ 230,000,000	\$ 211,000,000	\$ 160,000,000	\$ 293,000,000	\$ 894,000,000
Pass Through Repayments	\$ 64,000,000	\$ 120,800,000	\$ 177,500,000	\$ 207,500,000	\$ 569,800,000
Grouped Projects (Eng, ROW, Cat 1, 6, 8)	\$ 1,714,667,281	\$ 1,831,858,613	\$ 1,785,546,730	\$ 1,359,564,974	\$ 6,691,637,598
Total Estimated Expenditures	\$ 9,035,736,208	\$ 4,821,046,263	\$ 5,747,772,899	\$ 4,345,743,659	\$ 23,950,299,029
Balance	\$ 7,842,284,279	\$ 7,388,981,668	\$ 5,842,127,367	\$ 5,293,692,650	\$ 26,367,085,964

Forecast Revenues					
Source	FY 2011	FY 2012	FY 2013	FY 2014	Total
Federal	\$ 3,251,809,332	\$ 3,225,619,332	\$ 3,225,619,332	\$ 3,225,619,332	\$ 12,928,667,328
State	\$ 4,301,449,830	\$ 3,862,838,400	\$ 3,937,796,304	\$ 4,023,233,118	\$ 16,125,317,652
Local (Match + Contributions)	\$ 1,919,184,987	\$ 971,966,854	\$ 1,368,446,055	\$ 389,288,471	\$ 4,648,886,367
Regional Toll Revenue	\$ 2,409,562,039	\$ 1,126,409,883	\$ 1,789,436,128	\$ 1,515,933,581	\$ 6,841,341,631
Texas Mobility Fund	\$ 603,879,936	\$ 291,449,469	\$ 185,938,726	\$ 167,917,361	\$ 1,249,185,492
Proposition 14	\$ 2,613,326,774	\$ 1,578,390,172	\$ 565,220,189	\$ 126,922,526	\$ 4,883,859,661
Proposition 12	\$ 1,778,807,589	\$ 1,153,353,821	\$ 517,443,532	\$ 190,521,920	\$ 3,640,126,862
Total Forecast Revenues	\$ 16,878,020,487	\$ 12,210,027,931	\$ 11,589,900,266	\$ 9,639,436,309	\$ 50,317,384,993
Estimated Expenditures					
Source	FY 2011	FY 2012	FY 2013	FY 2014	Total
Federal	\$ 1,888,884,982	\$ 2,057,331,287	\$ 1,971,500,141	\$ 2,039,807,035	\$ 7,957,523,445
State	\$ 508,257,229	\$ 405,160,106	\$ 416,657,826	\$ 400,389,978	\$ 1,730,465,139
Local (Match + Contributions)	\$ 1,919,184,987	\$ 971,966,854	\$ 1,368,446,055	\$ 389,288,471	\$ 4,648,886,367
Regional Toll Revenue	\$ 2,409,562,039	\$ 1,126,409,883	\$ 1,789,436,128	\$ 1,515,933,581	\$ 6,841,341,631
Texas Mobility Fund	\$ 68,334,127	\$ 57,044,869	\$ 37,883,103	\$ -	\$ 163,262,099
Proposition 14	\$ 552,790,421	\$ 59,689,893	\$ 67,580,232	\$ 8,923,507	\$ 688,984,053
Proposition 12	\$ 1,733,059,952	\$ 87,312,643	\$ 35,161,347	\$ -	\$ 1,855,533,942
Total Estimated Expenditures	\$ 9,080,073,737	\$ 4,764,915,535	\$ 5,686,664,832	\$ 4,354,342,572	\$ 23,885,996,676

Notes for Financial Summary

State Highway Fund-

Used \$3,225,619,332 for Federal Apportionments, based on Advance Notice of Anticipated Apportionments, July 2010

Used State Gas Tax, Registration Fees, Other Revenue from page 6 of April 2010 Cash Forecast

Texas Mobility Fund- used Available Revenue from page 7 of April 2010 Cash Forecast

Proposition 14- used Available Revenue from page 9 of April 2010 Cash Forecast

Proposition 12- used Available Revenue from page 10 of April 2010 Cash Forecast

Regional Toll Revenue- used totals from TIPs

Federal Economic Stimulus (ARRA)- used totals from TIPs

Local (Match + Contributions)- used totals from TIPs

STIP YOE Costs (Individual Project Listings)- used totals from TIPs

Advanced Construction Conversions- used totals from Finance division

Pass Through Repayments- used totals from Finance division

Grouped Projects (Eng, ROW, Cat 1, 6, 8)-

Used Engineering and ROW totals from Regional Service Centers

Used Categories 1, 6, and 8 totals from 2010 UTP

FY 2011

<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW	
ABILENE DISTRICT									\$ 566,816				\$ 566,816	\$ 238,976								
Abilene MPO													\$ -									
AMARILLO DISTRICT												\$ 5,300,000	\$ 5,300,000	\$ 2,387,688								
Amarillo MPO													\$ -									
ATLANTA DISTRICT									\$ 2,402,577	\$ 10,897,423	\$ 13,000,000	\$ 26,300,000	\$ 173,374,497			\$ 7,315,052						
Texarkana MPO			\$ 500,000										\$ 500,000	\$ 10,250,000								
AUSTIN DISTRICT													\$ -									
CAMPO		\$ 1,150,000					\$ 1,865,950	\$ 1,322,883	\$ 620,000	\$ 2,000,000	\$ 4,000,000		\$ 10,958,833	\$ 91,361,298		\$ 209,250,000	\$ 126,160,976		3,820,000			
BEAUMONT DISTRICT													\$ -									
JHORTS									\$ 3,629,600				\$ 3,629,600	\$ 514,176								
BROWNWOOD DISTRICT													\$ -									
BRYAN DISTRICT									\$ 245,000	\$ 2,293,801	\$ 35,600,000	\$ 38,138,801	\$ 15,000,000									
B - C S MPO								\$ 348,888					\$ 348,888	\$ 309,236								
CHILDRESS DISTRICT													\$ -									
CORPUS DISTRICT									\$ 540,003		\$ 888,662		\$ 1,428,665	\$ 621,077								
Corpus Christi MPO							\$ 1,360,320						\$ 1,360,320	\$ 340,080								
DALLAS DISTRICT (NCTCOG)					\$ 10,227,552		\$ 49,704,837		\$ 1,020,048	\$ 27,116,590		\$ 19,000,000	\$ 107,069,027	\$ 496,829,370		\$ 22,367,843		\$ 1,200,021,989	\$ 20,000,000	\$ 1,886,039	\$ 86,690,601	
FORT WORTH DISTRICT (NCTCOG)	\$ 1,767,335				\$ 12,817,815		\$ 7,220,405			\$ 42,422,259	\$ 5,580,000		\$ 69,807,814	\$ 790,768,907		\$ 65,055,990						
PARIS DISTRICT (NCTCOG)													\$ -									
NCTCOG													\$ -									
EL PASO DISTRICT													\$ -									
EI Paso MPO	\$ 8,000,000	\$ 66,300,000	\$ 5,001,714				\$ 131,186	\$ 13,941,361		\$ 35,646,638	\$ 9,000,000		\$ 138,020,899	\$ 83,200,186	\$ 85,000,000	\$ 74,000,000					\$ 11,500,000	
HOUSTON DISTRICT													\$ -									
HGAC					\$ 49,593,025		\$ 41,801,306		\$ 5,461,390	\$ 1,161,711	\$ 1,460,000		\$ 99,477,432	\$ 2,974,624	\$ 279,339,000		\$ 26,968,000	\$ 960,594,677				
LAREDO DISTRICT										\$ 2,502,500			\$ 2,502,500	\$ 282,500								
Laredo MPO										\$ 16,099,398			\$ 16,099,398	\$ 1,929,821								
LUBBOCK DISTRICT													\$ -									
Lubbock MPO													\$ -									
LUFKIN DISTRICT						\$ 9,290,320							\$ 9,290,320	\$ 4,179,760								
ODESSA DISTRICT													\$ -									
MOTOR													\$ -									
PARIS DISTRICT													\$ -									
Sherman-Denison MPO	\$ 755,040										\$ 900,000		\$ 1,655,040	\$ 1,300,000								
PHARR DISTRICT	\$ 601,797									\$ 1,395,180		\$ 27,750,000	\$ 29,746,977	\$ 378,605								
Brownsville MPO													\$ -									
HSB MPO													\$ -									
Hidalgo MPO	\$ 2,917,827									\$ 36,002,531			\$ 38,920,358	\$ 55,440								
SAN ANTONIO DISTRICT	\$ 3,100,000										\$ 2,500,000		\$ 5,600,000									
SA-BC MPO							\$ 43,576,856		\$ 13,805,728		\$ 18,000,000		\$ 75,382,584		\$ 132,750,000				\$ 2,370,000			
SAN ANGELO DISTRICT									\$ 76,601				\$ 76,601	\$ 2,722,006								
San Angelo MPO													\$ -									
TYLER DISTRICT									\$ 12,046,688				\$ 12,046,688									
Tyler MPO													\$ -							\$ 73,768,945		
Longview MPO	\$ 1,560,000					\$ 15,132,208		\$ 139,322					\$ 16,831,530	\$ 4,888,000								
WACO DISTRICT													\$ -		\$ 138,736,490							
WUTS				\$ 40,858,148					\$ 2,683,540				\$ 43,541,688	\$ 918,892	\$ 595,397,355	\$ 26,256,452						
K-T MPO		\$ 152,880							\$ 1,600,000				\$ 1,752,880	\$ 20,229,929	\$ 338,073,755	\$ 53,102,605						
WICHITA FALLS DISTRICT													\$ -									
Wichita Falls MPO													\$ -									
YOAKUM DISTRICT													\$ -									
Victoria MPO													\$ -	\$ 7,673,431								\$ 17,561,000
TOTAL	18,701,999	67,602,880	5,501,714	40,858,148	72,638,392	24,422,528	145,660,860	15,403,566	20,603,833	188,789,853	37,519,886	118,650,000	\$ 756,353,659	\$ 1,712,728,499	\$ 1,569,296,600	\$ 457,347,942	\$ 170,689,976	\$ 2,234,385,611	\$ 26,190,000	\$ 1,886,039	\$ 98,190,601	

<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW
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\$ 7,027,068,927

FY 2012

<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW	
ABILENE DISTRICT													\$ -									
Abilene MPO													\$ -									
AMARILLO DISTRICT													\$ -									
Amarillo MPO			\$ 624,029								\$ 44,616		\$ 668,645									
ATLANTA DISTRICT													\$ -									
Texarkana MPO													\$ -									
AUSTIN DISTRICT													\$ -									
CAMPO		\$ 56,900,000								\$ 8,891,328			\$ 65,791,328	\$ 224,735,892			\$ 59,732,808	\$ 6,000,000				
BEAUMONT DISTRICT													\$ -									
JHORTS					\$ 891,518								\$ 891,518									
BROWNWOOD DISTRICT													\$ -									
BRYAN DISTRICT													\$ -									
B - C S MPO			\$ 8,230,524							\$ 5,390,418	\$ 4,856,340		\$ 18,477,282									
CHILDRESS DISTRICT													\$ -									
CORPUS DISTRICT													\$ -									
Corpus Christi MPO		\$ 2,163,200					\$ 3,993,600				\$ 416,000		\$ 6,572,800	\$ 1,539,200								
DALLAS DISTRICT (NCTCOG)	\$ 3,200,000				\$ 30,667,154	\$ 30,683,784	\$ 36,124,129			\$ 2,403,540	\$ 3,000,000		\$ 106,078,607	\$ 499,196,444				\$ 840,424,198		\$ 3,120,803	\$ 30,699,084	
FORT WORTH DISTRICT (NCTCOG)	\$ 2,158,551				\$ 14,117,024	\$ 4,654,696	\$ 19,074,160		\$ 733,120	\$ 15,018,922	\$ 2,158,550		\$ 57,915,023	\$ 41,357,765								
PARIS DISTRICT (NCTCOG)	\$ 6,158,579										\$ 1,865,000		\$ 8,023,579									
NCTCOG													\$ -									
EL PASO DISTRICT													\$ -									
El Paso MPO		\$ 5,000,000			\$ 4,814,666		\$ 19,550,872						\$ 29,365,538									
HOUSTON DISTRICT													\$ -									
HGAC		\$ 22,935,466			\$ 49,145,548		\$ 33,706,957		\$ 3,761,261	\$ 40,071,769	\$ 2,500,000	\$ 6,500,000	\$ 158,621,001	\$ 30,847,262			\$ 11,539,000	\$ 203,760,000				
LAREDO DISTRICT													\$ -									
Laredo MPO										\$ 9,707,000			\$ 9,707,000	\$ 788,000								
LUBBOCK DISTRICT													\$ -									
Lubbock MPO													\$ -									
LUFKIN DISTRICT	\$ 2,500,000					\$ 11,345,933		\$ 38,062,580			\$ 2,500,000	\$ 8,500,000	\$ 62,908,513	\$ 2,763,262								
ODESSA DISTRICT											\$ 2,598,783		\$ 2,598,783									
MOTOR											\$ 2,598,783		\$ 2,598,783									
PARIS DISTRICT	\$ 3,160,374										\$ 1,000,000		\$ 4,160,374									
Sherman-Denison MPO			\$ 1,147,504										\$ 1,147,504									
PHARR DISTRICT											\$ 1,378,740		\$ 1,378,740	\$ 4,076,406								
Brownsville MPO										\$ 4,390,518			\$ 4,390,518									
HSB MPO										\$ 5,328,410			\$ 5,328,410	\$ 194,442								
Hidalgo MPO							\$ 8,064,315			\$ 1,000,000			\$ 9,064,315	\$ 400,642								
SAN ANTONIO DISTRICT				\$ 19,000,000									\$ 19,000,000	\$ 16,000,000								
SA-BC MPO							\$ 19,483,000			\$ 4,295,000			\$ 23,778,000	\$ 43,725,000								
SAN ANGELO DISTRICT													\$ -									
San Angelo MPO			\$ 3,685,739							\$ 6,275,717			\$ 9,961,456									
TYLER DISTRICT													\$ -									
Tyler MPO													\$ -									
Longview MPO													\$ -									
WACO DISTRICT									\$ 19,405,635	\$ 1,000,000			\$ 20,405,635									
WUTS													\$ -									
K-T MPO													\$ -									
WICHITA FALLS DISTRICT													\$ -									
Wichita Falls MPO													\$ -									
YOAKUM DISTRICT													\$ -									
Victoria MPO													\$ -									
TOTAL	17,177,504	86,998,666	13,687,796	19,000,000	99,635,910	46,684,413	139,997,033	38,062,580	23,900,016	109,823,222	24,916,812	15,000,000	634,883,952	867,227,805	0	0	71,271,808	1,050,184,198	0	3,120,803	30,699,084	

\$ 2,657,387,650

FY 2013

<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW	
ABILENE DISTRICT													\$ -									
Abilene MPO													\$ -									
AMARILLO DISTRICT													\$ -									
Amarillo MPO													\$ -									
ATLANTA DISTRICT	\$ 843,648												\$ 843,648	\$ 29,471,437								
Texarkana MPO													\$ -									
AUSTIN DISTRICT													\$ -									
CAMPO		\$ 71,000,000											\$ 71,000,000	\$ 114,875,000								
BEAUMONT DISTRICT													\$ -									
JHORTS					\$ 3,599,565						\$ 4,059,199		\$ 7,658,764	\$ 1,565,121								
BROWNWOOD DISTRICT	\$ 6,726,010												\$ 6,726,010									
BRYAN DISTRICT													\$ -									
B - C S MPO													\$ -									
CHILDRESS DISTRICT													\$ -									
CORPUS DISTRICT													\$ -									
Corpus Christi MPO		\$ 24,249,728					\$ 5,616,000				\$ 3,334,816		\$ 33,200,544	\$ 7,466,432								
DALLAS DISTRICT (NCTCOG)					\$ 28,114,674		\$ 44,842,890			\$ 5,500,000			\$ 78,457,564	\$ 20,078,438		\$ 35,399,470		\$ 240,111,439		\$ 2,307,588		
FORT WORTH DISTRICT (NCTCOG)	\$ 150,250				\$ 13,389,727		\$ 20,817,468			\$ 1,250,000	\$ 546,000		\$ 36,153,445	\$ 35,053,898								
PARIS DISTRICT (NCTCOG)													\$ -									
NCTCOG													\$ -									
EL PASO DISTRICT													\$ -									
El Paso MPO	\$ 2,000,000	\$ 26,000,000			\$ 5,025,081		\$ 8,737,456						\$ 41,762,537	\$ 702,250								\$ 2,106,750
HOUSTON DISTRICT													\$ -									
HGAC					\$ 50,029,167		\$ 29,607,389		\$ 12,281,578	\$ 13,859,703	\$ 2,126,544		\$ 107,904,381	\$ 50,013,582			\$ 52,999,000	\$ 1,502,163,342				
LAREDO DISTRICT													\$ -									
Laredo MPO										\$ 2,645,559			\$ 2,645,559	\$ 661,390								
LUBBOCK DISTRICT													\$ -									
Lubbock MPO													\$ -									
LUFKIN DISTRICT								\$ 17,200,295			\$ 1,443,201		\$ 18,643,496									
ODESSA DISTRICT													\$ -									
MOTOR													\$ -									
PARIS DISTRICT													\$ -									
Sherman-Denison MPO			\$ 2,244,750										\$ 2,244,750									
PHARR DISTRICT													\$ -									
Brownsville MPO													\$ -									
HSB MPO													\$ -									
Hidalgo MPO	\$ 3,917,403						\$ 8,000,551				\$ 783,482		\$ 12,701,436									
SAN ANTONIO DISTRICT													\$ -									
SA-BC MPO		\$ 21,249,799					\$ 20,243,938			\$ 1,183,000			\$ 42,676,737	\$ 1,058,291,121								
SAN ANGELO DISTRICT													\$ -									
San Angelo MPO													\$ -									
TYLER DISTRICT													\$ -									
Tyler MPO													\$ -									
Longview MPO													\$ -									
WACO DISTRICT													\$ -									
WUTS													\$ -									
K-T MPO											\$ 8,841,040		\$ 8,841,040									
WICHITA FALLS DISTRICT													\$ -									
Wichita Falls MPO													\$ -									
YOAKUM DISTRICT													\$ -									
Victoria MPO													\$ -									
TOTAL	13,637,311	142,499,527	2,244,750	0	100,158,214	0	137,865,692	17,200,295	12,281,578	24,438,262	21,134,282	0	471,459,911	1,318,178,669	0	35,399,470	52,999,000	1,742,274,781	0	2,307,588	2,106,750	
<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW	

\$ 3,624,726,169

FY 2014

<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW	
ABILENE DISTRICT													\$ -									
Abilene MPO													\$ -									
AMARILLO DISTRICT													\$ -									
Amarillo MPO			\$ 4,486,994								\$ 484,094		\$ 4,971,088									
ATLANTA DISTRICT											\$ 5,825,387		\$ 5,825,387									
Texarkana MPO													\$ -									
AUSTIN DISTRICT													\$ -									
CAMPO		\$ 70,500,000											\$ 70,500,000									
BEAUMONT DISTRICT													\$ -									
JHORTS													\$ -									
BROWNWOOD DISTRICT													\$ -									
BRYAN DISTRICT													\$ -									
B - C S MPO													\$ -									
CHILDRESS DISTRICT													\$ -									
CORPUS DISTRICT													\$ -									
Corpus Christi MPO		\$ 2,339,717					\$ 3,996,234						\$ 6,335,951	\$ 999,059								
DALLAS DISTRICT (NCTCOG)		\$ 20,000,000			\$ 28,176,814	\$ 75,000,000	\$ 46,775,410			\$ 16,000,000			\$185,952,224	\$ 20,237,273		\$8,923,507		\$ 91,779,581		\$ 1,072,836	\$ 10,928,376	
FORT WORTH DISTRICT (NCTCOG)					\$ 13,518,473		\$ 20,693,219			\$ 3,742,500			\$ 37,954,192	\$ 49,201,966								
PARIS DISTRICT (NCTCOG)													\$ -									
NCTCOG													\$ -									
EL PASO DISTRICT													\$ -									
El Paso MPO					\$ 5,058,772		\$ 9,983,602						\$ 15,042,374									
HOUSTON DISTRICT													\$ -									
HGAC		\$ 81,305,170			\$ 28,181,843		\$ 56,126,668			\$ 3,546,630	\$ 2,500,000	\$ 32,347,000	\$204,007,311	\$ 63,894,269				\$ 1,424,154,000				
LAREDO DISTRICT													\$ -									
Laredo MPO										\$ 927,120			\$ 927,120	\$ 231,780								
LUBBOCK DISTRICT													\$ -									
Lubbock MPO		\$ 9,793,261					\$ 15,482,362						\$ 25,275,623									
LUFKIN DISTRICT													\$ -									
ODESSA DISTRICT													\$ -									
MOTOR													\$ -									
PARIS DISTRICT	\$ 8,947,641										\$ 2,500,000		\$ 11,447,641									
Sherman-Denison MPO													\$ -									
PHARR DISTRICT													\$ -									
Brownsville MPO													\$ -									
HSB MPO													\$ -									
Hidalgo MPO	\$ 1,347,784						\$ 7,036,014			\$ 1,400,000	\$ 269,556		\$ 10,053,354	\$ 351,247								
SAN ANTONIO DISTRICT	\$ 2,500,000										\$ 2,500,000		\$ 5,000,000									
SA-BC MPO							\$ 16,467,000						\$ 16,467,000	\$ 207,240,170								
SAN ANGELO DISTRICT													\$ -									
San Angelo MPO													\$ -									
TYLER DISTRICT													\$ -									
Tyler MPO													\$ -									
Longview MPO			\$ 1,300,000										\$ 1,300,000									
WACO DISTRICT											\$ 405,356		\$ 405,356									
WUTS			\$ 5,200,000										\$ 5,200,000									
K-T MPO													\$ -									
WICHITA FALLS DISTRICT													\$ -									
Wichita Falls MPO													\$ -									
YOAKUM DISTRICT													\$ -									
Victoria MPO													\$ -									
TOTAL	12,795,425	183,938,148	10,986,994	0	74,935,902	75,000,000	176,560,509	0	0	25,616,250	14,484,393	32,347,000	606,664,621	342,155,764	0	8,923,507	0	1,515,933,581	0	1,072,836	10,928,376	

<i>Funding Category</i> <i>District / MPO</i>	CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4	CATEGORY 5	CATEGORY 6	CATEGORY 7	CATEGORY 8	CATEGORY 9	CATEGORY 10	CATEGORY 11	CATEGORY 12	CATEGORY 1-12 Total	Local Contribution	PROP 12	PROP 14	PTF	Regional Toll Revenue	ARRA	5306	PE / ROW
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\$ 2,485,678,685

Public Involvement

TxDOT carried out public involvement activities for the STIP in accordance with its SAFETEA-LU compliant Statewide Public Involvement Plan (http://www.dot.state.tx.us/public_involvement/). Notices, sign-in sheets, comments and responses (if applicable) are included in an Appendix to this Introduction chapter.

Public involvement activities for the individual TIPs were carried out at the local/regional level by TxDOT districts and/or MPOs. Information regarding these efforts can be found in the TIP documents on the individual MPO websites.

Appendix

**April 2010
Cash Forecast**



**Texas Department of Transportation
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April 2010 Forecast**

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Texas Department of Transportation

Executive Summary

April 2010 Forecast

Executive Summary

Forecasting of revenues, expenditures, and fund balances is a critical function of the Texas Department of Transportation (TxDOT). The cash balance of the State Highway Fund (SHF) changes daily. Likewise, the needs of the traveling public and subsequent responsibilities of TxDOT continue to change. TxDOT maintains a primary obligation to the citizens of Texas to efficiently construct and maintain the best possible highway system with the resources available. Therefore, it is important for TxDOT to maintain a method by which revenue sources and expenditure needs can be tied together in an effort to project the future cash flows so that adjustments to project schedules or other expenditures may be made to maintain positive cash balances.

TxDOT monitors cash flows through the cash management system, which is strategically connected with the administrative, accounting, payment management, revenue collection, budgeting, letting, and planning and programming activities of the department. The cash forecasting system is a vital and integral part of the cash management system. The forecast is used by TxDOT executive staff and the Finance Division to plan and implement highway construction and maintenance projects. In addition, the forecast is submitted to the Legislative Budget Board and other state agencies for their use and reference.

In addition to the groups mentioned above, the Financial Planning Group (FPG) meets quarterly to review TxDOT's financial status. The FPG consists of the Executive Director, Deputy Executive Director, Chief Financial Officer, Assistant Executive Directors, various division and office directors, and other relevant staff. These meetings provide for group discussion and action on issues affecting the Department's operations and finances, such as contract letting.

The content of the cash forecast includes revenue and expenditure projections, historical revenue and expenditures, and monthly ending and lowest daily balances for the various funding sources appropriated to TxDOT. The forecast also includes revenue and expenditure activity from other agencies operating in the SHF. A chart of the actual and projected SHF balance is included on page 4 to provide a picture of the cash position at a glance.

Future revenue is projected based on financial analysis that includes historical trends, current statutes, the Comptroller's Biennial Revenue Estimate (BRE), current events, and other sources as appropriate. Federal highway reimbursement projections also take into account the current highway bill (SAFETEA-LU), rescissions on obligation authority and apportionment, and other requirements made by the Federal Highway Administration (FHWA) and the Federal government for the use of those funds.

Future expenditures are projected based on budgets established within the framework of the General Appropriations Act (GAA), contract letting amounts in TxDOT's eleven year Unified Transportation Program (UTP), remaining obligations on previously let projects, and other relevant data. To account for the effects of inflation, additional programs, legislative changes, etc., the forecast adds a percentage of total expenditures less contractor payments to a growth expenditure line item.

Historical revenue and expenditure data is balanced monthly to the Comptroller's Uniform Statewide Accounting System (USAS) before inclusion in the cash forecast. The total USAS balance in the SHF includes dedicated and obligated funds, so ending balances in the cash forecast that take those into account may differ from the USAS total. For example, the Dallas area SH121 Toll Project led to an initial deposit of \$3.197 billion into a dedicated subaccount in the SHF for future use by that region. That balance is legally unavailable for general use and is subtracted from the SHF balance when determining the operating balance of the fund.

Monthly Ending Balances and Lowest Daily Balances are projected so that TxDOT can manage SHF cash flow through the budget and letting process and through the use of short-term borrowing. Historically, TxDOT could not borrow funds. The 78th Legislature provided that capability, and TxDOT now manages \$16-\$18 billion in yearly SHF transactions while maintaining an average daily operating balance below \$100 million. This permits TxDOT to maximize the use of available cash in the SHF while allowing for daily balance swings caused by the timing of revenue and expenditures.

The cash forecast spans multiple funding sources, including the SHF, Texas Mobility Fund (TMF) Bond Proceeds, Proposition 14 Bond Proceeds, SH 121 Toll Project Revenue, SH 130 Concession Funds, and General Revenue. Proposition 12 General Revenue Bond Proceeds are included as a scenario in the event that those funds are appropriated to TxDOT.

As mentioned previously, the cash forecast must take into account multiple funding sources, restrictions on the use of those funds, timing issues related to cash flow from revenue and expenditures, Federal and state regulations, economic uncertainty, other agency operations in the SHF, and many other variables.

The cash forecast must therefore make some assumptions when projecting future revenue and expenditures. Notable assumptions, changes from previous forecasts, and brief discussions of the scenarios and cash balance effects are summarized below.

Assumptions

- Revenue growth per year: Vehicle Registration Fees 4.5%, State Gas Tax for FY2011-FY2021 is forecast based on 0.5% growth for gasoline while diesel grows at the projected retail sales growth rate, Lubricants Tax BRE for FY2010-FY2011 then varies according to the Comptroller's GSP projections, miscellaneous revenue 1%. Some figures may not exactly match the percentages above due to rounding.
- State Gas Tax projections have been updated for FY2010 – FY2021 based on TxDOT analysis and consultation with Global Insight. FY2011 – FY2021 diesel revenue is projected based on the retail sales forecast by Global Insight. Diesel has been found to be highly correlated to retail sales historically. Gasoline is forecast at 0.5% growth annually based on historical trends and current analysis. Future corresponding federal reimbursements have also been adjusted.
- Proposition 14 debt service is based on issuing a total of \$6.0B in state highway fund bonds.
- Texas Emissions Reduction Program (TERP) continues through FY2021.
- Other Expansion and Growth increases at 5% annually to account for future increases to TxDOT, inflation, new legislation, etc. The calculation does not include other agencies, TxDOT contractor payments, nor payments for debt service or pass-through toll agreements.
- Short-term borrowing is completely repaid during FY2011.
- PE/CE expenditures are approximately 17% of letting and ROW expenditures are approximately 5% for FY2012-FY2021.
- Direct functions that transferred to the new Department of Motor Vehicles (DMV) in November, 2009 are reflected in the Other Agency expenditure line item. This includes Vehicle Registration and Motor Vehicle Dealer Regulation.
- The Transportation Commission is considering a toll equity loan to NTTA for eligible expenses related to the SH 161 and/or Southwest Parkway – Chisholm Trail projects. If such a loan is approved, the Department would make annual loans available to NTTA that could total \$1.1B over ten years, with an overall total of \$8.2B through FY2042 possible. These amounts are not included in the cash forecast at this time.
- Due to the timing lag between the initial receipt of ARRA reimbursements into Fund 6 and the subsequent transfer of those funds into Fund 369 under Comptroller guidelines, the "FHWA Reimbursements" shown on page 6 of 13 is inflated by the amount of the ARRA reimbursements for the previous month. Transfer adjustments are made monthly to compensate.

Changes from March 2010 Cash Forecast

- Updated with actual revenue and expenditures for the month of March 2010.
- Updated Proposition 14 and Texas Mobility Fund forecast expenditures with current obligation amounts.
- Current year projected totals were reviewed and adjusted in some cases based on current information.
- Short-term borrowing repayments in FY 2011 adjusted to reflect outstanding balance.
- State and federal motor fuels tax revenues were adjusted for FY2010 – FY2021 (see comments above).
- Expenditure reductions for FTE vacancies have reduced projections in administrative, research, in-house maintenance, and engineering areas. These reductions total about \$44M per year. TxDOT Retirement & Insurance were also adjusted.
- Build America Bonds interest subsidy added to the TMF Taxes and Fees page.
- Adjustments made for preliminarily approved AFRs for FY2011 – FY2013.

Significant variances from March 2010 Cash Forecast

- State motor fuels tax revenue projections declined by approximately \$580M from FY2010 – FY2021 (see comments above).
- Federal funds tied to motor fuels tax revenue declined by a net of approximately \$480M.

Impact of the projected letting schedule on cash balances

- The current letting schedule, when combined with previous obligations, Proposition 14 debt service, and the repayment of short-term borrowing, results in a projected SHF ending balance of \$519,679,892 in FY2010. See pgs 4-5.

Scenarios

- Proposition 12: This scenario assumes the full use of the \$5B in general obligation bonds authorized under Proposition 12. Commitments made in the base forecast are \$3B. Appropriations for FY2010 – FY2011 are \$2B, and a further \$1B would need to be appropriated in the next biennium to support the \$1.85B of letting in the forecast. The scenario for the remaining \$2B will use \$100M for engineering, \$100M for right-of-way, and \$800M for letting in each of FY2012 and FY2013.

Impact of scenarios on the projected letting schedule and cash balances

- The Proposition 12 scenario would result in \$800M of additional letting in FY2012 and \$800M in FY2013. There would be no impact to TxDOT fund balances, but the general revenue fund would pay additional debt service on the general obligation bonds used in this scenario.

**Texas Department of Transportation
Total Letting Amounts
April 2010 Forecast**

Letting Program

Funding Source	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
State Highway Fund ¹	2,452,377,184	1,525,402,068	1,567,729,651	1,540,117,574	2,009,768,115	2,100,218,114	2,114,718,114	2,192,318,716	2,279,368,116	2,346,268,116	2,373,268,117	2,395,918,116	2,425,918,116	2,442,918,116
Texas Mobility Fund	272,742,323	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 14	35,794,829	300,936,080	609,440,360	790,559,640	-	-	-	-	-	-	-	-	-	-
Proposition 12 ²	-	-	432,408,110	1,325,806,467	-	-	-	-	-	-	-	-	-	-
SH 121	253,379,338	272,801,957	304,642,722	439,386,589	631,117,297	277,413,142	11,586,904	35,721,947	19,242,832	-	-	-	-	2,245,292,728
SH 130 (Seg. 5 & 6)	8,279,334	-	8,000,000	2,000,000	2,000,000	4,300,000	6,000,000	6,000,000	5,000,000	4,500,000	6,000,000	6,000,000	7,000,000	7,000,000
Federal Economic Stimulus (ARRA)	-	728,753,183	1,278,461,963	-	-	-	-	-	-	-	-	-	-	-
Total Letting	3,022,573,008	2,827,893,288	4,200,682,806	4,097,870,270	2,642,885,412	2,381,931,256	2,132,305,018	2,234,040,663	2,303,610,948	2,350,768,116	2,379,268,117	2,401,918,116	2,432,918,116	4,695,210,844
Proposition 12 Scenario	-	-	-	-	800,000,000	800,000,000	-							
Total Potential Letting	3,022,573,008	2,827,893,288	4,200,682,806	4,097,870,270	3,442,885,412	3,181,931,256	2,132,305,018	2,234,040,663	2,303,610,948	2,350,768,116	2,379,268,117	2,401,918,116	2,432,918,116	4,695,210,844

Comprehensive Development Agreements (CDAs)

Funding Source	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
State Highway Fund ²	-	1,533,088,768	-	-	-	-	-	-	-	-	-	-	-	-
Local Funds	-	73,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Federal Economic Stimulus (ARRA)	-	250,000,000	-	-	-	-	-	-	-	-	-	-	-	-
SH 121	-	100,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Private ³	-	3,827,807,407	-	-	-	-	-	-	-	-	-	-	-	-
Total CDA Letting⁵	-	5,783,896,175	-											
Grand Total Project Awards	3,022,573,008	8,611,789,463	4,200,682,806	4,097,870,270	3,442,885,412	3,181,931,256	2,132,305,018	2,234,040,663	2,303,610,948	2,350,768,116	2,379,268,117	2,401,918,116	2,432,918,116	4,695,210,844
Ongoing CDA O&M (Private) ⁴	-	4,000,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Total CDA Value	-	9,783,896,175	-											

Letting is a contract award amount. The letting figures above will have cash expenditures during the year of letting and during future years until the projects are completed. Subsequent pages of this forecast depict the actual and projected cash expenditures resulting from these letting amounts.

¹FY2009-FY2011 SHF letting does not include funds committed over time for the CDAs in the Dallas area. See footnote #3 below for more information on the CDAs.

²\$1B of Proposition 12 proceeds will be used to capitalize the State Infrastructure Bank (SIB) in FY2011.

³Comprehensive Development Agreements do not go through the traditional statewide letting process and are therefore listed separately. TxDOT's total participation for Comprehensive Development Agreements awarded by the Commission to the Dallas-Fort Worth region is \$1.533 billion, which will be charged to the letting program over a three year period beginning in FY 2009. Payments will occur over an approximately five year period in accordance with the agreements. The figures include right-of-way and engineering costs in addition to the construction costs. The figures do not include ongoing Operations and Maintenance expenditures nor financing costs, and for the NTE and LBJ projects this will be the responsibility of the private developer.

⁴Ongoing operations and maintenance costs are the responsibility of the private developer. These costs are a significant part of the total value of the CDA projects, and that additional value is represented in the grey box below the letting totals.

⁵Total CDA letting amount does not include right-of-way costs approved as part of the project cost.

**Texas Department of Transportation
Total Expenses
April 2010 Forecast**

BASE CASE

	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
Expenses														
Research	22,532,201	21,328,177	22,075,134	22,073,044	22,180,924	22,189,017	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000
Engineering	663,193,339	531,133,252	849,055,318	874,387,299	690,577,362	508,081,834	382,981,581	381,908,302	390,385,126	388,000,000	394,000,000	399,000,000	399,000,000	399,000,000
Right-of-Way	538,775,989	475,680,616	476,893,282	647,076,688	580,713,762	162,910,437	133,252,109	127,295,851	122,657,910	121,000,000	123,000,000	125,000,000	125,000,000	125,000,000
Plan It	1,224,501,529	1,028,142,045	1,348,023,734	1,543,537,031	1,293,472,048	693,181,287	537,933,690	530,904,152	534,743,036	530,700,000	538,700,000	545,700,000	545,700,000	545,700,000
Build It	3,303,775,471	2,760,653,133	2,147,388,060	4,257,464,457	3,406,239,287	2,719,715,530	2,085,495,541	1,855,857,742	1,509,066,456	1,524,780,541	1,511,918,980	1,536,312,024	1,503,729,483	1,480,625,966
Maintain It	2,722,428,255	2,583,184,286	2,891,171,877	2,888,775,379	3,381,758,246	3,098,383,866	2,348,851,962	2,233,457,530	2,247,586,253	2,295,712,067	2,291,076,577	2,309,650,990	2,322,871,341	2,331,653,943
Use It	318,287,901	253,018,893	204,500,768	182,145,885	188,541,610	185,528,751	155,813,884	155,813,884	155,813,884	155,813,884	155,813,884	155,813,884	155,813,884	155,813,884
Manage It	203,428,759	173,192,350	224,684,438	240,406,499	237,327,896	221,732,315	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000
*Short-Term Borrowing D/S	244,524,472	338,825,402	295,604,675	65,000,000	-	-	-	-	-	-	-	-	-	-
*Proposition 14 Debt Service	150,664,872	329,359,652	253,826,619	311,831,526	441,537,529	500,794,224	497,135,502	497,135,502	497,135,496	497,135,500	497,135,497	497,135,501	497,135,504	497,135,497
Texas Mobility Fund Debt Service	208,846,299	261,397,789	298,258,479	347,204,166	352,836,293	359,405,624	365,309,939	370,900,831	376,250,097	382,761,945	389,255,018	394,973,864	402,533,548	410,764,885
Proposition 12 Debt Service	-	-	-	80,000,000	147,160,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000
**Inflation / Additional Programs	-	-	-	-	-	-	144,300,000	261,800,000	379,700,000	497,900,000	616,300,000	735,100,000	854,300,000	973,500,000
Total Expenses	8,376,457,558	7,727,773,551	7,663,458,650	9,916,364,943	9,448,872,909	7,999,481,597	6,557,480,518	6,328,509,642	6,122,935,221	6,307,443,937	6,422,839,956	6,597,326,263	6,704,723,761	6,817,834,176
Funding Source														
State Highway Fund ¹	5,733,721,767	5,740,719,681	4,528,616,278	5,257,889,841	5,946,453,752	5,794,715,382	5,338,604,404	5,614,973,574	5,465,694,744	5,682,201,013	5,787,377,739	5,973,307,416	6,056,437,225	6,177,024,307
Texas Mobility Fund - Bond Proceeds ²	1,277,328,340	645,797,862	602,874,449	312,430,468	105,510,742	18,021,365	-	-	-	-	-	-	-	-
Texas Mobility Fund - Taxes & Fees ³	208,846,299	261,397,789	298,258,479	347,204,166	352,836,293	359,405,624	365,309,939	370,900,831	376,250,097	382,761,945	389,255,018	394,973,864	402,533,548	410,764,885
Proposition 14 ⁴	698,154,997	500,361,887	847,055,405	1,034,936,602	1,013,169,983	438,297,663	56,651,097	5,540,146	-	-	-	-	-	-
Proposition 12 ⁵	-	-	221,192,412	1,625,453,768	635,910,289	326,921,612	227,384,473	29,817,425	-	-	-	-	-	-
SH 121 ⁶	158,406,156	532,480,536	245,204,832	642,562,975	780,767,018	649,984,415	266,831,209	43,829,289	37,237,394	14,935,996	1,454,212	-	-	-
SH 130 (Seg. 5 & 6) ⁷	-	-	16,000,000	2,000,000	2,000,000	4,300,000	6,000,000	6,000,000	5,000,000	4,500,000	6,000,000	6,000,000	7,000,000	7,000,000
Federal Economic Stimulus (ARRA) ⁸	-	47,015,796	874,425,009	611,582,141	447,051,844	184,790,554	57,946,409	34,403,393	-	-	-	-	-	-
GR - Debt Service ⁹	300,000,000	-	15,708,004	80,000,000	162,868,004	220,740,000	236,448,004	220,740,000	236,448,004	220,740,000	236,448,004	220,740,000	236,448,004	220,740,000
General Revenue (GR) ¹⁰	-	-	14,123,783	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983	2,304,983
Total Funds	8,376,457,558	7,727,773,551	7,663,458,650	9,916,364,943	9,448,872,909	7,999,481,597	6,557,480,518	6,328,509,642	6,122,935,221	6,307,443,937	6,422,839,956	6,597,326,263	6,704,723,761	6,817,834,176

* Includes debt service paid from GR.

Figures do not include TxDOT employee benefits (insurance premiums, Social Security, etc.) paid by other agencies.

¹ See page 6 of 13 of this forecast for details.

² See page 7 of 13 of this forecast for details.

³ See page 8 of 13 of this forecast for details.

⁴ See page 9 of 13 of this forecast for details.

⁵ See page 10 of 13 of this forecast for details. Amount and timing of funds for Proposition 12 to be determined.

⁶ See page 11 of 13 of this forecast for details.

⁷ See page 12 of 13 of this forecast for details.

⁸ See page 13 of 13 of this forecast for details.

⁹ Appropriation of \$300M of General Revenue (GR) for debt service provided through Article IX Sec 19.80 of 2008-09 General Appropriations Act (GAA). Appropriation of \$15.7M for debt service provided through 2010-2011 General Appropriations Act (GAA).

¹⁰ Previous cash forecasts did not include GR. Historical GR expenditures will be added beginning with the September 2009 cash forecast.

** Inflation / Additional Programs refers to increased non-letting and other costs from inflationary factors and to any change in appropriation or statute requiring expenditures from the State Highway Fund in areas not previously receiving those funds.

**Texas Department of Transportation
Bond Programs - Debt Service
April 2010 Forecast**

BASE CASE

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Texas Mobility Fund	208,846,299	261,397,789	298,258,479	347,204,166	352,836,293	359,405,624	365,309,939	370,900,831	376,250,097	382,761,945	389,255,018	394,973,864	402,533,548	410,764,885
Proposition 14	150,664,872	329,359,652	253,826,619	311,831,526	441,537,529	500,794,224	497,135,502	497,135,502	497,135,496	497,135,500	497,135,497	497,135,501	497,135,504	497,135,497
Proposition 12 ¹	-	-	-	80,000,000	147,160,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000	220,740,000
Total Expenses	359,511,170	590,757,441	552,085,098	739,035,692	941,533,822	1,080,939,848	1,083,185,441	1,088,776,333	1,094,125,592	1,100,637,445	1,107,130,515	1,112,849,365	1,120,409,053	1,128,640,383
<u>Funding Source</u>														
Texas Mobility Fund - Taxes & Fees ³	208,846,299	261,397,789	298,258,479	347,204,166	352,836,293	359,405,624	365,309,939	370,900,831	376,250,097	382,761,945	389,255,018	394,973,864	402,533,548	410,764,885
State Highway Fund ²	38,124,905	329,359,652	238,118,615	311,831,526	425,829,525	500,794,224	481,427,498	497,135,502	481,427,492	497,135,500	481,427,493	497,135,501	481,427,500	497,135,497
General Revenue (GR) ⁴	112,539,967	-	15,708,004	80,000,000	162,868,004	220,740,000	236,448,004	220,740,000	236,448,004	220,740,000	236,448,004	220,740,000	236,448,004	220,740,000
Total Funds	359,511,170	590,757,441	552,085,098	739,035,692	941,533,822	1,080,939,848	1,083,185,441	1,088,776,333	1,094,125,592	1,100,637,445	1,107,130,515	1,112,849,365	1,120,409,053	1,128,640,383

¹Proposition 12 debt service is on the first \$3B of proceeds and does not include the \$2B that may be appropriated in the future.

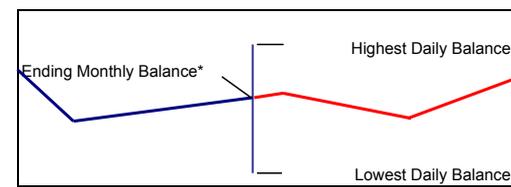
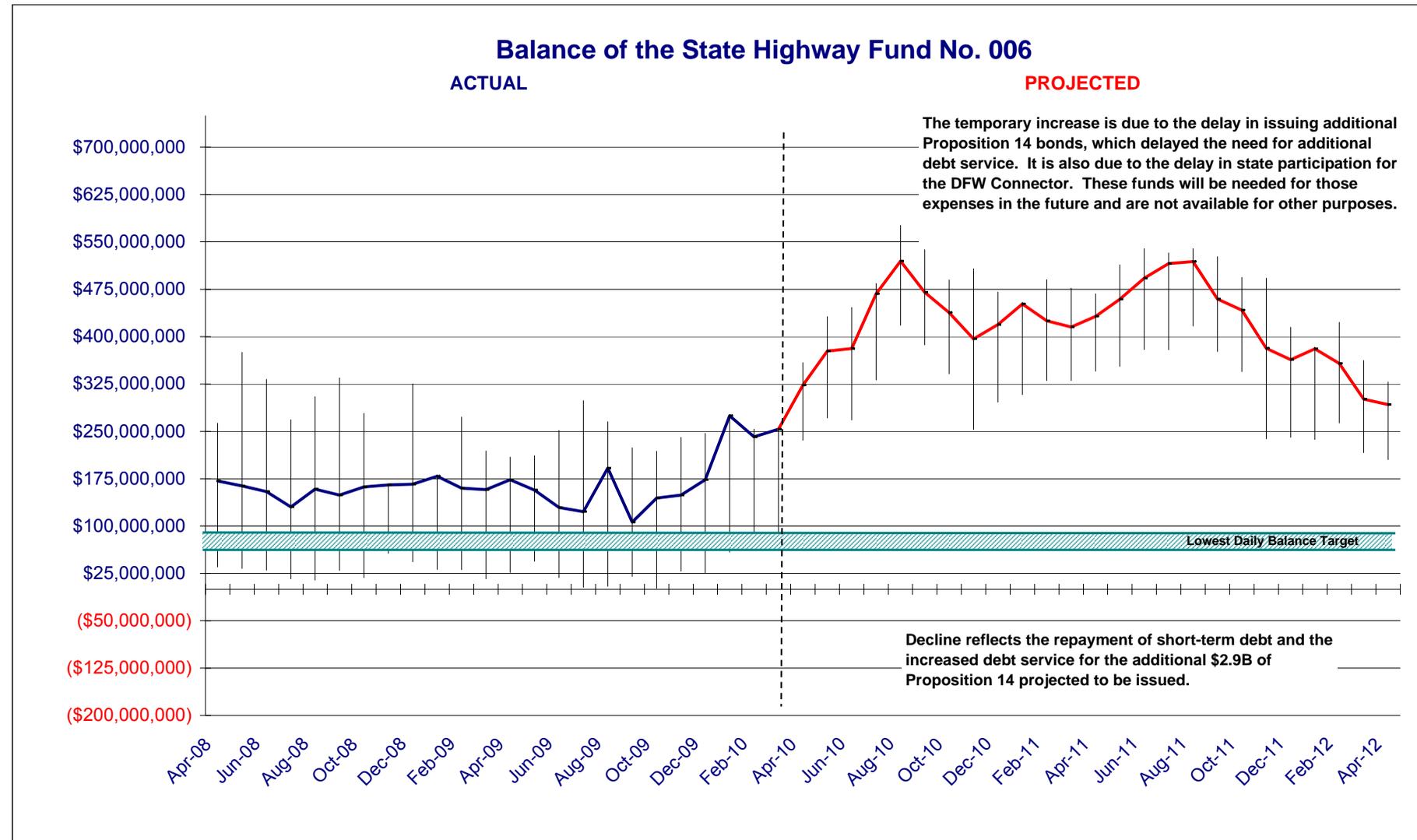
²The State Highway Fund repays the majority of the principal and interest for the Proposition 14 bond program. General Revenue was also appropriated for FY2008 and FY2010. GR appropriations for Proposition 14 debt service are assumed to continue in even years in the future at the same level as FY2010.

³The Texas Mobility Fund, made up of taxes and fees set aside by statute for that purpose, repays the principal and interest for the Texas Mobility Fund bond program.

⁴General Revenue repays the principal and interest for the Proposition 12 bond program. Some GR was also appropriated for Proposition 14 debt service in FY2008 and FY2010. GR appropriations for Proposition 14 debt service are assumed to continue in even years in the future.

**State Highway Fund
Operating Balance
as of March 31, 2010**

USAS Ending Balance	3,132,667,384.14
Less dedicated/obligated funds:	
SH 121	(2,489,659,717.15)
Prop 14 / SHF Bonds	(275,369,438.59)
SH 130 (Segments 5 & 6)	(27,341,281.07)
State Infrastructure Bank	(86,802,534.93)
North Tarrant Express Mobility Partners	(169,783.13)
CTTS Holding	(10,175,312.16)
Ending Balance	243,149,317.11
Cash Reserved for Payroll	(96,008,397.88)
Remaining Balance for Operations	147,140,919.23
 <i>Short-term borrowing outstanding</i>	 <i>205,800,000.00</i>



* For the ending monthly balances, the actual months are shown by the blue line and the projected months are shown by the red line.
 ** If projected negative balances actually occur, additional short-term borrowing will be needed to cover expenditures. Note that currently TxDOT has in place a facility to have no more than \$500 million in short-term borrowing outstanding.

**Texas Department of Transportation
State Highway Fund Operating Account - Cash Forecast
April 2010 Forecast**

BASE CASE

	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
Beginning Balance	142,823,371	158,500,284	191,858,591	519,679,892	518,610,343	166,910,789	29,682,035	254,426,247	413,471,014	539,392,002	653,017,221	820,614,582	995,379,282	1,229,077,121
Revenue														
State Gas Tax	2,275,936,528	2,226,595,797	2,178,718,686	2,201,500,000	2,224,800,000	2,248,500,000	2,272,800,000	2,297,600,000	2,322,900,000	2,348,700,000	2,375,100,000	2,402,000,000	2,429,500,000	2,457,700,000
Registration Fees	1,024,078,782	1,066,233,490	1,114,000,000	1,164,000,000	1,217,000,000	1,272,000,000	1,329,000,000	1,389,000,000	1,451,000,000	1,516,000,000	1,585,000,000	1,656,000,000	1,730,000,000	1,808,000,000
FHWA Reimbursements	2,524,247,469	2,478,111,023	1,953,584,916	2,309,916,007	2,576,005,765	2,528,638,867	2,396,490,495	2,507,443,303	2,262,095,083	2,361,808,817	2,430,795,727	2,510,698,226	2,546,318,667	2,562,665,779
Other Fed Reimbursements	209,187,608	234,367,768	138,561,044	173,177,388	175,489,032	175,507,460	140,000,000	140,000,000	140,000,000	140,000,000	140,000,000	140,000,000	140,000,000	140,000,000
Short-Term Borrowing	270,000,000	445,000,000	60,000,000											
Other	458,068,454	450,995,049	408,928,892	416,269,938	421,038,400	417,296,304	421,433,118	428,058,047	435,064,651	440,930,412	447,904,370	455,455,899	462,700,396	470,897,485
Total Revenue	6,761,518,841	6,901,303,127	5,853,793,538	6,264,863,333	6,614,333,197	6,641,942,631	6,559,723,613	6,762,101,350	6,611,059,734	6,807,439,229	6,978,800,097	7,164,154,125	7,308,519,063	7,439,263,264
Available Funds	6,904,342,212	7,059,803,411	6,045,652,129	6,784,543,225	7,132,943,540	6,808,853,420	6,589,405,648	7,016,527,597	7,024,530,748	7,346,831,231	7,631,817,318	7,984,768,707	8,303,898,345	8,668,340,385
Expenses														
Research	22,532,201	21,328,177	22,075,134	22,073,044	22,180,924	22,189,017	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000	21,700,000
Engineering	525,842,143	397,671,857	391,494,249	462,303,561	474,665,234	458,201,756	374,000,000	380,000,000	384,000,000	388,000,000	394,000,000	399,000,000	399,000,000	399,000,000
Right-of-Way	206,167,369	229,729,431	121,786,261	145,749,690	164,099,139	100,865,565	117,000,000	119,000,000	120,000,000	121,000,000	123,000,000	125,000,000	125,000,000	125,000,000
Plan It	754,541,713	648,729,465	535,355,644	630,126,295	660,945,297	581,256,338	512,700,000	520,700,000	525,700,000	530,700,000	538,700,000	545,700,000	545,700,000	545,700,000
Build It	1,948,896,191	1,797,505,223	832,158,366	1,699,717,887	1,745,456,051	1,652,777,921	1,619,183,122	1,774,744,758	1,484,330,405	1,509,825,344	1,504,901,032	1,530,312,024	1,496,729,483	1,473,625,966
Maintain It	2,413,377,859	2,200,088,696	2,199,440,722	2,129,789,899	2,689,481,523	2,653,753,983	2,224,408,050	2,204,007,580	2,237,951,113	2,290,054,435	2,289,463,480	2,308,474,157	2,321,694,508	2,330,477,110
Use It	318,287,901	253,018,893	203,253,818	181,017,735	187,413,460	184,400,601	154,685,734	154,685,734	154,685,734	154,685,734	154,685,734	154,685,734	154,685,734	154,685,734
Manage It	203,428,759	173,192,350	224,684,438	240,406,499	237,327,896	221,732,315	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000	201,900,000
*Short-Term Borrowing D/S	57,064,439	338,825,402	295,604,675	65,000,000	-	-	-	-	-	-	-	-	-	-
*Prop 14 Debt Service	38,124,905	329,359,652	238,118,615	311,831,526	425,829,525	500,794,224	481,427,498	497,135,502	481,427,492	497,135,500	481,427,493	497,135,501	481,427,500	497,135,497
Inflation / Additional Programs	-	-	-	-	-	-	144,300,000	261,800,000	379,700,000	497,900,000	616,300,000	735,100,000	854,300,000	973,500,000
TxDOT State Highway Fund Total¹	5,733,721,767	5,740,719,681	4,528,616,278	5,257,889,841	5,946,453,752	5,794,715,382	5,338,604,404	5,614,973,574	5,465,694,744	5,682,201,013	5,787,377,739	5,973,307,416	6,056,437,225	6,177,024,307
Other Agencies	782,236,901	913,164,821	755,709,421	772,043,040	783,579,000	748,456,004	760,374,996	752,083,004	783,444,000	775,613,000	787,824,996	780,082,004	782,384,000	784,732,000
Other Agencies for TxDOT	229,883,261	214,060,315	241,646,520	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000	236,000,000
Total Expenses	6,745,841,929	6,867,944,817	5,525,972,219	6,265,932,881	6,966,032,752	6,779,171,386	6,334,979,400	6,603,056,578	6,485,138,744	6,693,814,013	6,811,202,735	6,989,389,420	7,074,821,225	7,197,756,307
Ending Balance³	158,500,284	191,858,591	519,679,892	518,610,343	166,910,789	29,682,035	254,426,247	413,471,014	539,392,002	653,017,221	820,614,582	995,379,282	1,229,077,121	1,470,584,085
Lowest Daily Balance	10,901,536	2,965,431	1,431,108	252,827,492	61,600,958	(97,743,888)	(119,825,441)	79,592,446	235,070,040	362,158,038	475,489,188	655,595,919	858,069,142	1,103,019,209
Traditional Letting CDAs ²	2,452,377,184	1,525,402,068	1,567,729,651	1,540,117,574	2,009,768,115	2,100,218,114	2,114,718,114	2,192,318,716	2,279,368,116	2,346,268,116	2,373,268,117	2,395,918,116	2,425,918,116	2,442,918,116
Total	2,452,377,184	2,110,402,068	2,152,729,651	2,029,117,574	2,009,768,115	2,100,218,114	2,114,718,114	2,192,318,716	2,279,368,116	2,346,268,116	2,373,268,117	2,395,918,116	2,425,918,116	2,442,918,116
Project Conversions	785,794,578	-	(200,000,000)	-	-	-	-	-	-	-	-	-	-	-

* Excludes debt service paid from GR.

¹ TxDOT State Highway Fund total is also reflected on page 3 of 11 under "Funding Source"

Note: Projected revenue is based on current information available at the time of the forecast. Expenditures are based on historical information with adjustments for inflation or other known factors. Based on available projected revenue, future fiscal year expenditures and letting amounts may be adjusted for forecast purposes only. Actual budgets and lettings in those years will depend upon current law and the direction of the Legislature, Transportation Commission and TxDOT Administration.

² State assistance for Comprehensive Development Agreements to be paid from the State Highway Fund, estimated. The three CDAs are planned to be executed during FY 2009, but the state's participation is to be charged to letting caps over a three-year period.

³ Ending balance does not include approximately \$200M of Proposition 14 project conversions or \$50M of reimbursements from SH121 for RTR projects paid by the State Highway Fund in FY2010. Proposition 14 conversions will be included in the forecast as they are identified. SH121 reimbursements will be reflected when transferred into Fund 0006.

Texas Department of Transportation
Texas Mobility Fund
Bond Proceeds¹
April 2010 Forecast

BASE CASE

	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
Beginning Balance	772,136,452	651,836,612	1,206,754,385	603,879,936	291,449,469	185,938,726	167,917,361	167,917,361	167,917,361	167,917,361	167,917,361	167,917,361	167,917,361	167,917,361
Revenue														
Bond Proceeds	1,157,028,501	1,200,715,634	-	-	-	-	-	-	-	-	-	-	-	-
Available	1,929,164,953	1,852,552,247	1,206,754,385	603,879,936	291,449,469	185,938,726	167,917,361							
Expenses														
Engineering	103,392,773	96,430,180	211,943,783	177,035,084	13,879,028	6,758,012	-	-	-	-	-	-	-	-
Right-of-Way	252,473,620	148,725,930	83,301,209	65,336,911	68,500,000	-	-	-	-	-	-	-	-	-
Plan It	355,866,393	245,156,110	295,244,992	242,371,995	82,379,028	6,758,012	-	-	-	-	-	-	-	-
Build It ²	921,461,947	400,641,752	307,629,457	70,058,473	23,131,714	11,263,353	-	-	-	-	-	-	-	-
Maintain It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expense	1,277,328,340	645,797,862	602,874,449	312,430,468	105,510,742	18,021,365	-	-	-	-	-	-	-	-
Ending Balance	651,836,612	1,206,754,385	603,879,936	291,449,469	185,938,726	167,917,361								
Letting	272,742,323													
Project Conversions	(695,794,578)													

¹Texas Mobility Fund (TMF) Bond Proceeds are forecast separately from TMF Taxes & Fees as the proceeds fund project expenditures, not debt service. See page 7 of 11 for details. The positive ending balances forecast are reserved for one or more of the following: project over runs, increased obligations, and project conversion from another funding source.

²Build It assumes \$100M for DART project.

Texas Department of Transportation
Texas Mobility Fund
Taxes and Fees¹
April 2010 Forecast

BASE CASE

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast						
Beginning Balance	353,408,051	304,071,959	376,323,499	425,019,381	458,395,149	491,529,790	526,683,101	562,948,096	600,285,200	658,673,037	717,844,026	777,949,942	839,898,012	901,985,398
Revenue²														
Statewide Traffic Fine	(64,379,462)	-	-	-	-	-	-	-	-	-	-	-	-	-
Driver Resp Act	(79,969,107)	-	-	-	-	-	-	-	-	-	-	-	-	-
Driver's License Fees	117,903,971	102,032,195	96,672,016	113,775,000	114,112,000	117,558,000	119,321,000	121,111,000	122,928,000	124,772,000	126,644,000	128,544,000	130,472,000	132,429,000
Driver Record Info Fees	61,763,642	57,730,480	55,074,645	56,792,000	57,644,000	58,509,000	59,387,000	60,278,000	61,182,000	62,100,000	63,032,000	63,977,000	64,937,000	65,911,000
Vehicle Inspection Fees	86,166,829	83,432,592	85,992,192	87,079,000	88,908,000	90,864,000	92,954,000	94,813,000	96,709,000	98,643,000	100,616,000	102,628,000	104,681,000	106,775,000
United We Stand	2,777	3,555	4,740	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Certificate of Title Fees	-	73,712,156	73,425,919	79,823,000	81,579,000	83,456,000	85,375,000	87,083,000	108,444,000	110,613,000	112,825,000	115,082,000	117,384,000	119,732,000
Motor Safety Violations	2,074,821	2,133,154	1,745,151	2,100,000	2,100,000	2,100,000	2,100,000	2,132,000	2,164,000	2,196,000	2,229,000	2,262,000	2,296,000	2,330,000
Interest	35,460,407	15,087,643	20,335,700	17,705,000	18,322,000	18,766,000	19,132,000	19,515,000	19,905,000	20,303,000	20,709,000	21,123,000	21,545,000	21,976,000
Build America Bonds ⁴	-	-	13,704,071	23,303,934	23,303,934	23,303,934	23,303,934	23,303,934	23,303,934	23,303,934	23,303,934	23,303,934	23,303,934	23,296,045
Miscellaneous	486,328	(482,446)	(72)	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	159,510,207	333,649,329	346,954,361	380,579,934	385,970,934	394,558,934	401,574,934	408,237,934	434,637,934	441,932,934	449,360,934	456,921,934	464,620,934	472,451,045
Available	512,918,258	637,721,288	723,277,860	805,599,315	844,366,084	886,088,725	928,258,035	971,186,030	1,034,923,134	1,100,605,972	1,167,204,960	1,234,871,876	1,304,518,946	1,374,436,442
Expenses														
Debt Service	208,357,834	261,316,280	297,615,873	347,204,166	352,836,293	359,405,624	365,309,939	370,900,831	376,250,097	382,761,945	389,255,018	394,973,864	402,533,548	410,764,885
Other	488,465	81,509	642,606	-	-	-	-	-	-	-	-	-	-	-
Total Expense	208,846,299	261,397,789	298,258,479	347,204,166	352,836,293	359,405,624	365,309,939	370,900,831	376,250,097	382,761,945	389,255,018	394,973,864	402,533,548	410,764,885
Ending Balance	304,071,959	376,323,499	425,019,381	458,395,149	491,529,790	526,683,101	562,948,096	600,285,200	658,673,037	717,844,026	777,949,942	839,898,012	901,985,398	963,671,557
Lowest Daily Balance³	160,629,699	212,543,210	449,785,160	272,522,145	280,106,602	288,377,645	298,415,373	309,672,292	333,756,195	366,583,667	400,290,648	435,784,368	471,359,902	506,484,184

¹Texas Mobility Fund (TMF) Taxes & Fees are forecast separately from TMF Bond Proceeds as the primary use of taxes & fees is for the payment of debt services.

²Future revenue projections are from the Comptroller's August, 2009 certified revenue estimate (CRE).

³TMF RESERVE REQUIRMENTS:

Prior to the issuance of bonds by TxDOT, a certified revenue estimate must be received from the Comptroller that projects the revenue to be received and the balance in the Mobility Fund will be equal to at least 110% of the principal and interest requirements on the obligations, both proposed and outstanding, during each year the obligations will be outstanding. The forecasted additional 10% would be available for any purpose of the TMF. As authorized by law, the Commission has elected to pledge the state's full faith and credit as a backstop on the TMF bonds issued to date. With the full faith credit as a backstop, General Revenue would be used to pay debt service if the revenues of the TMF prove to be insufficient. Debt service payments on fixed rate bonds are made twice a year, April 1 and October 1. Variable rate bonds pay debt service monthly.

While the forecast produces a projected lowest daily balance, that projected balance serves as an internal balance reserve:

- so that if the funds projected to be in the TMF for future debt service are not available, the TMF would have funds in a reserve to assist in the debt service payment before looking to GR to fund the shortfall;
- to pay for potential future ongoing or termination payments on swap agreements;
- for cost escalations due to change orders on funded projects; and,
- to act as a hedge on interest rates for the variable rate bonds. While the interest paid on variable rate bonds has historically been less than that paid on fixed rate bonds, the variable rate bonds are subject to volatility in the rates as they are reset weekly. With balances available and invested the TMF is protected against a possible rise in variable interest rates because the rates earned on investments would also rise and the investment earning would offset any increase in debt service payments.

Due to the many reasons listed above, the projected balances have not yet been committed to additional projects.

⁴BUILD AMERICA BONDS:

Build America Bonds are tax credit bonds introduced as part of the February 2009 American Recovery and Reinvestment Act (ARRA) and are administered by the Treasury Department. A Build America Bond (BAB) is a bond issued prior to January 1, 2011 by a state or local entity for governmental purposes (non-private activity purposes) and for which the issuer elects to have the interest on the bond be taxable in return for a federal interest subsidy. Governmental purposes include financing surface transportation projects. Direct Payment BABs allow issuers to receive a subsidy from the federal government equal to 35% of the interest paid to investors for purchasing the bonds.

TxDOT issued \$1.2B of Direct Payment BABs in Taxable Series 2009A, and estimates it will receive \$648M in interest subsidy. Those direct payments will be used to partially offset the cost of debt service.

**Texas Department of Transportation
Proposition 14 - State Highway Fund Bonds
Bond Proceeds
April 2010 Forecast**

BASE CASE

	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
Beginning Balance	285,963,138	1,060,744,065	560,382,179	1,213,326,774	1,578,390,172	565,220,189	126,922,526	70,271,429	64,731,283	64,731,283	64,731,283	64,731,283	64,731,283	64,731,283
Revenue														
Bond Proceeds	1,472,935,924	-	1,500,000,000	1,400,000,000	-	-	-	-	-	-	-	-	-	-
Available	1,758,899,062	1,060,744,065	2,060,382,179	2,613,326,774	1,578,390,172	565,220,189	126,922,526	70,271,429	64,731,283	64,731,283	64,731,283	64,731,283	64,731,283	64,731,283
Expenses														
Engineering	26,306,310	26,210,152	194,674,296	148,000,576	158,010,002	24,099,549	5,798,931	567,102	-	-	-	-	-	-
Right-of-Way	-	48,288,121	171,756,142	177,106,823	153,164,618	17,230,284	6,245,003	610,725	-	-	-	-	-	-
Plan It	26,306,310	74,498,274	366,430,438	325,107,399	311,174,620	41,329,833	12,043,934	1,177,826	-	-	-	-	-	-
Build It	362,798,291	229,966,351	259,537,482	383,307,770	379,077,496	214,362,628	24,087,868	2,355,653	-	-	-	-	-	-
Maintain It	309,050,396	195,897,262	221,087,485	326,521,433	322,917,867	182,605,202	20,519,295	2,006,667	-	-	-	-	-	-
Use It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expense	698,154,997	500,361,887	847,055,405	1,034,936,602	1,013,169,983	438,297,663	56,651,097	5,540,146	-	-	-	-	-	-
Ending Balance	1,060,744,065	560,382,179	1,213,326,774	1,578,390,172	565,220,189	126,922,526	70,271,429	64,731,283						
Letting	35,794,829	300,936,080	609,440,360	790,559,640										
Project Conversions	(90,000,000)	-	200,000,000											
Prop 14 Debt Service ¹	150,664,872	329,359,652	253,826,619	311,831,526	441,537,529	500,794,224	497,135,502	497,135,502	497,135,496	497,135,500	497,135,497	497,135,501	497,135,504	497,135,497

The base SHF forecast includes debt service for the full \$6.0B in proceeds used in this forecast.

The timing and amount of letting for FY 2010 and FY 2011 may change as additional direction is received from the Transportation Commission.

¹Proposition 14 debt service is paid primarily by the State Highway Fund. \$300M of General Revenue was appropriated for debt service in FY2008, and \$112.5M was expended for Proposition 14 debt service. The remainder of the \$300M went to repay Short-term Borrowing. \$15.7M of General Revenue was appropriated in FY2010 and is assumed to continue in even years. FY2009 includes transfers used to establish a Proposition 14 debt service reserve in the State Highway Fund, which is used to make the semi-annual principal and interest payments. Regular monthly transfers from the State Highway Fund replenish the reserve between payments.

**Texas Department of Transportation
Proposition 12 - General Revenue Bonds
April 2010 Forecast**

BASE CASE

	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
Beginning Balance	-	-	-	178,807,589	153,353,821	517,443,532	190,521,920	(36,862,553)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)
Revenue														
Proceeds	-	-	400,000,000	1,600,000,000	1,000,000,000	-	-	-	-	-	-	-	-	-
Available	-	-	400,000,000	1,778,807,589	1,153,353,821	517,443,532	190,521,920	(36,862,553)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)
Expenses														
Engineering	-	-	14,942,273	12,673,131	-	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	96,050,000	184,800,000	-	-	-	-	-	-	-	-	-	-
Plan It	-	-	110,992,273	197,473,131	-	-	-	-	-	-	-	-	-	-
Build It	-	-	110,200,139	1,427,980,637	635,910,289	326,921,612	227,384,473	29,817,425	-	-	-	-	-	-
Maintain It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expense	-	-	221,192,412	1,625,453,768	635,910,289	326,921,612	227,384,473	29,817,425	-	-	-	-	-	-
Ending Balance	-	-	178,807,589	153,353,821	517,443,532	190,521,920	(36,862,553)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)
Letting	-	-	432,408,110	1,325,806,467	-	-	-	-	-	-	-	-	-	-
Project Conversions	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SCENARIO

	FY 2008 Forecast	FY 2009 Forecast	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	FY 2016 Forecast	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast
Beginning Balance	-	-	-	178,807,589	153,353,821	188,997,854	279,597,211	556,229,405	116,600,390	(58,970,598)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)
Revenue														
Bond Proceeds	-	-	400,000,000	1,600,000,000	1,000,000,000	1,000,000,000	1,000,000,000	-	-	-	-	-	-	-
Available	-	-	400,000,000	1,778,807,589	1,153,353,821	1,188,997,854	1,279,597,211	556,229,405	116,600,390	(58,970,598)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)
Expenses														
Engineering	-	-	14,942,273	12,673,131	-	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	96,050,000	184,800,000	-	-	-	-	-	-	-	-	-	-
Plan It	-	-	110,992,273	197,473,131	-	-	-	-	-	-	-	-	-	-
Engineering	-	-	-	-	100,000,000	100,000,000	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	100,000,000	100,000,000	-	-	-	-	-	-	-	-
Plan It	-	-	-	-	200,000,000	200,000,000	-	-	-	-	-	-	-	-
Build It	-	-	110,200,139	1,427,980,637	635,910,289	326,921,612	227,384,473	29,817,425	-	-	-	-	-	-
Maintain It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build It	-	-	-	-	128,445,678	382,479,031	495,983,333	409,811,590	175,570,988	7,709,380	-	-	-	-
Maintain It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expense	-	-	221,192,412	1,625,453,768	964,355,967	909,400,643	723,367,806	439,629,015	175,570,988	7,709,380	-	-	-	-
Ending Balance	-	-	178,807,589	153,353,821	188,997,854	279,597,211	556,229,405	116,600,390	(58,970,598)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)	(66,679,978)
Letting	-	-	432,408,110	1,325,806,467	800,000,000	800,000,000	-	-	-	-	-	-	-	-
Project Conversions	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Base forecast based on appropriations passed in the 1st Called Session of the 81st Legislature, and assumes additional Prop 12 appropriation after FY 2011.
"Build It" includes \$1B in FY2011 for capitalization of the State Infrastructure Bank.**

Debt service on Proposition 12 bonds is paid from General Revenue (GR). See pg. 3 of 12.

Engineering estimates on the selected projects add up to an amount over the \$3B of proceeds shown in the Base Case. Recent trends indicate that project bids will be lower than the estimates. If they are not, the Commission may adjust project timing, selection, or other factors to stay within the \$3B of proceeds.

The expenditures by strategy in the Base Case above would require Legislative Budget Board approval of transfers between strategies.

**Texas Department of Transportation
SH 121 Proceeds
April 2010 Forecast**

BASE CASE

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Beginning Balance	-	3,124,066,763	2,658,044,736	2,447,364,483	1,830,903,019	1,072,009,215	436,097,342	177,736,975	140,809,114	110,116,227	101,453,481	106,254,478	112,578,389	118,974,856
Revenue														
Proceeds	3,197,104,248	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	85,368,670	66,458,509	34,524,580	26,101,511	21,873,214	14,072,542	8,470,842	6,901,428	6,544,506	6,273,250	6,255,209	6,323,912	6,396,467	6,469,854
Available	3,282,472,918	3,190,525,272	2,692,569,315	2,473,465,994	1,852,776,233	1,086,081,757	444,568,184	184,638,403	147,353,621	116,389,477	107,708,690	112,578,389	118,974,856	125,444,710
Expenses														
Reimbursements to SHF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Engineering	7,652,113	10,821,063	24,300,718	74,374,948	44,023,097	19,022,517	3,182,650	1,341,200	6,385,126	-	-	-	-	-
Right-of-Way	80,135,000	48,937,134	3,999,670	74,083,264	194,950,005	44,814,588	10,007,106	7,685,126	2,657,910	-	-	-	-	-
Plan It	87,787,113	59,758,197	28,300,388	148,458,212	238,973,102	63,837,105	13,189,756	9,026,326	9,043,036	-	-	-	-	-
Build It	70,619,043	330,905,637	151,833,111	345,873,334	379,255,741	410,303,117	177,549,017	24,362,074	19,736,051	10,455,197	1,017,948	-	-	-
Maintain It	-	141,816,702	65,071,333	148,231,429	162,538,175	175,844,193	76,092,436	10,440,889	8,458,307	4,480,799	436,264	-	-	-
Use It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expense	158,406,156	532,480,536	245,204,832	642,562,975	780,767,018	649,984,415	266,831,209	43,829,289	37,237,394	14,935,996	1,454,212	-	-	-
Ending Balance	3,124,066,763	2,658,044,736	2,447,364,483	1,830,903,019	1,072,009,215	436,097,342	177,736,975	140,809,114	110,116,227	101,453,481	106,254,478	112,578,389	118,974,856	125,444,710
Letting	253,379,338	272,801,957	304,642,722	439,386,589	631,117,297	277,413,142	11,586,904	35,721,947	19,242,832	-	-	-	-	-

The ongoing project selection and letting process in conjunction with the MPO will ensure that actual expenditures remain within, and fully utilize, the available funds. As the selections are refined, future forecasts will be adjusted.

**Texas Department of Transportation
SH 130 (Segments 5 &6) Proceeds
April 2010 Forecast**

BASE CASE

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Beginning Balance	-	26,499,570	27,101,586	11,474,465	9,598,338	8,372,611	6,127,015	3,370,893	1,552,441	1,339,690	2,077,486	1,821,604	2,105,148	1,985,513
Revenue														
Proceeds	25,750,778	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	748,792	602,016	372,879	123,873	105,453	85,708	88,802	61,647	43,662	43,584	54,894	54,787	61,281	63,331
Toll Revenue Sharing	-	-	-	-	668,820	1,968,696	3,155,076	4,119,900	4,743,588	5,194,212	5,689,224	6,228,756	6,819,084	7,462,692
Available	26,499,570	27,101,586	27,474,465	11,598,338	10,372,611	10,427,015	9,370,893	7,552,441	6,339,690	6,577,486	7,821,604	8,105,148	8,985,513	9,511,535
Expenses														
Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Plan It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build It	-	-	16,000,000	2,000,000	2,000,000	4,300,000	6,000,000	6,000,000	5,000,000	4,500,000	6,000,000	6,000,000	7,000,000	7,000,000
Maintain It	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expense	-	-	16,000,000	2,000,000	2,000,000	4,300,000	6,000,000	6,000,000	5,000,000	4,500,000	6,000,000	6,000,000	7,000,000	7,000,000
Ending Balance	26,499,570	27,101,586	11,474,465	9,598,338	8,372,611	6,127,015	3,370,893	1,552,441	1,339,690	2,077,486	1,821,604	2,105,148	1,985,513	2,511,535
Letting	8,279,334	-	8,000,000	2,000,000	2,000,000	4,300,000	6,000,000	6,000,000	5,000,000	4,500,000	6,000,000	6,000,000	7,000,000	7,000,000
Project Conversions	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Specific projects that will fully utilize this funding have not been identified. As projects are identified, the timing of letting amounts and resulting expenditures may change.

**Texas Department of Transportation
Federal Economic Stimulus Funds
American Recovery and Reinvestment Act¹
April 2010 Forecast**

BASE CASE

	FY 2008 Actual	FY 2009 Actual	FY 2010 Forecast	FY 2011 Forecast	FY 2012 Forecast	FY 2013 Forecast	FY 2014 Forecast	FY 2015 Forecast	Total Forecast
Beginning Balance	-	-	-	-	-	-	-	-	-
Revenue									
Federal ARRA Funds	-	47,015,796	874,425,009	611,582,141	447,051,844	184,790,554	57,946,409	34,403,393	2,257,215,146
Available	-	47,015,796	874,425,009	611,582,141	447,051,844	184,790,554	57,946,409	34,403,393	2,257,215,146
Expenses									
Engineering	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-	-
Plan It	-	-	-	-	-	-	-	-	-
Build It	-	1,634,170	470,029,505	328,526,356	241,407,996	99,786,899	31,291,061	18,577,832	1,191,253,819
Maintain It	-	45,381,626	404,395,504	283,055,785	205,643,848	85,003,655	26,655,348	15,825,561	1,065,961,327
Use It	-	-	-	-	-	-	-	-	-
Manage It	-	-	-	-	-	-	-	-	-
Total Expense	-	47,015,796	874,425,009	611,582,141	447,051,844	184,790,554	57,946,409	34,403,393	2,257,215,146
Ending Balance	-	-	-	-	-	-	-	-	-
Letting	-	978,753,183	1,278,461,963	-	-	-	-	-	2,257,215,146
Project Conversions	-	-	-	-	-	-	-	-	-

¹The American Recovery and Reinvestment Act of 2009 (ARRA) will provide federal funds for the purpose of economic stimulus. These funds are in addition to the typical Federal Highway Administration (FHWA) obligations and reimbursements. These funds will be available for obligation until September 30, 2010 and available for reimbursement on expenses incurred until September 30, 2015. These lettings are 100% federally funded and will not require state matching funds. However, engineering and contingencies will be state funded.

²"Maintain It" includes a ferry boat awarded under the ARRA program for the Corpus Christi district. The ferry boat went to letting in August 2009 and payments are expected in FY2010-FY2011 and total approximately \$7.2M.

³Letting in FY2009 includes \$250M for CDAs and \$7.2M for the ferry boat awarded under the ARRA program to Corpus Christi. See page 2 of 12.

STIP Public Involvement Documentation

Public Hearing Notice - Statewide Transportation Improvement Program

The Texas Department of Transportation will hold a public hearing on Tuesday, August 24, 2010 at 10:00 a.m. at the Texas Department of Transportation, 200 East Riverside Drive, Room 1A-2, in Austin, Texas to receive public comments on the Statewide Transportation Improvement Program (STIP) for FY 2011-2014. The STIP reflects the federally funded transportation projects in the FY 2011-2014 Transportation Improvement Programs (TIPs) for each Metropolitan Planning Organization (MPO) in the state. The STIP includes both state and federally funded projects for the nonattainment areas of Beaumont, Dallas-Fort Worth, El Paso, and Houston. The STIP also contains information on federally funded projects in rural areas that are not included in any MPO area, and other statewide programs as listed.

Title 23, United States Code, §134 and §135 require each designated MPO and the state, respectively, to develop a TIP and STIP as a condition to securing federal funds for transportation projects under Title 23 or the Federal Transit Act (49 USC §5301, et seq.).

Section 134(h) requires an MPO to develop its TIP in cooperation with the state and affected public transit operators, to provide an opportunity for interested parties to participate in the development of the program, and further requires the TIP to be updated at least once every two years and approved by the MPO and the Governor or Governor's designee. Section 135(g) requires the state to develop a STIP for all areas of the state in cooperation with the designated MPOs and, with respect to non-metropolitan areas, in consultation with affected local officials, and further requires an opportunity for participation by interested parties as well as approval by the Governor or the Governor's

designee.

In accordance with 43 TAC §15.8(d), a copy of the proposed FY 2011-2014 STIP will be available for review, at the time the notice of hearing is published, at each of the department's district offices, at the department's Transportation Planning and Programming Division offices located in Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas, and on the department's website at:

www.txdot.gov

Persons wishing to review the FY 2011-2014 STIP may do so online or contact the Transportation Planning and Programming Division at (512) 486-5033.

Persons wishing to speak at the hearing may register in advance by notifying Lori Morel, Transportation Planning and Programming Division, at (512) 486-5033 not later than Monday, August 23, 2010, or they may register at the hearing location beginning at 9:00 a.m. on the day of the hearing. Speakers will be taken in the order registered. Any interested person may appear and offer comments or testimony, either orally or in writing; however, questioning of witnesses will be reserved exclusively to the presiding authority as may be necessary to ensure a complete record. While any persons with pertinent comments or testimony will be granted an opportunity to present them during the course of the hearing, the presiding authority reserves the right to restrict testimony in terms of time or repetitive content. Groups, organizations, or associations should be represented by only one speaker. Speakers are requested to refrain from repeating previously presented testimony. Persons with disabilities who have special communication or accommodation needs or who plan to attend the hearing may contact the Government and Public Affairs Division, at 125 East 11th Street, Austin, Texas

78701-2483, (512) 463-9957. Requests should be made no later than three days prior to the hearing. Every reasonable effort will be made to accommodate the needs.

Further information on the FY 2011-2014 STIP may be obtained from Lori Morel, Transportation Planning and Programming Division, 118 East Riverside Drive, Austin, Texas, 78704, (512) 486-5033. Interested parties who are unable to attend the hearing may submit comments to James L. Randall, P.E., Director, Transportation Planning and Programming Division, 118 East Riverside Drive, Austin, Texas, 78704. In order to be considered, all written comments must be received at the Transportation Planning and Programming office by Tuesday, September 7, 2010 at 4:00 p.m.

Statewide Programs

Statewide Transit
Federal Lands
Recreational Trails Fund
Indian Reservation Roads

Grouped Projects (Definitions)

Grouped Project CSJs

Table 1

Definition of Grouped Projects for Use in the STIP

Revised May 18, 2005

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.

Grouped Project CSJs

Table 1

Definition of Grouped Projects for Use in the STIP

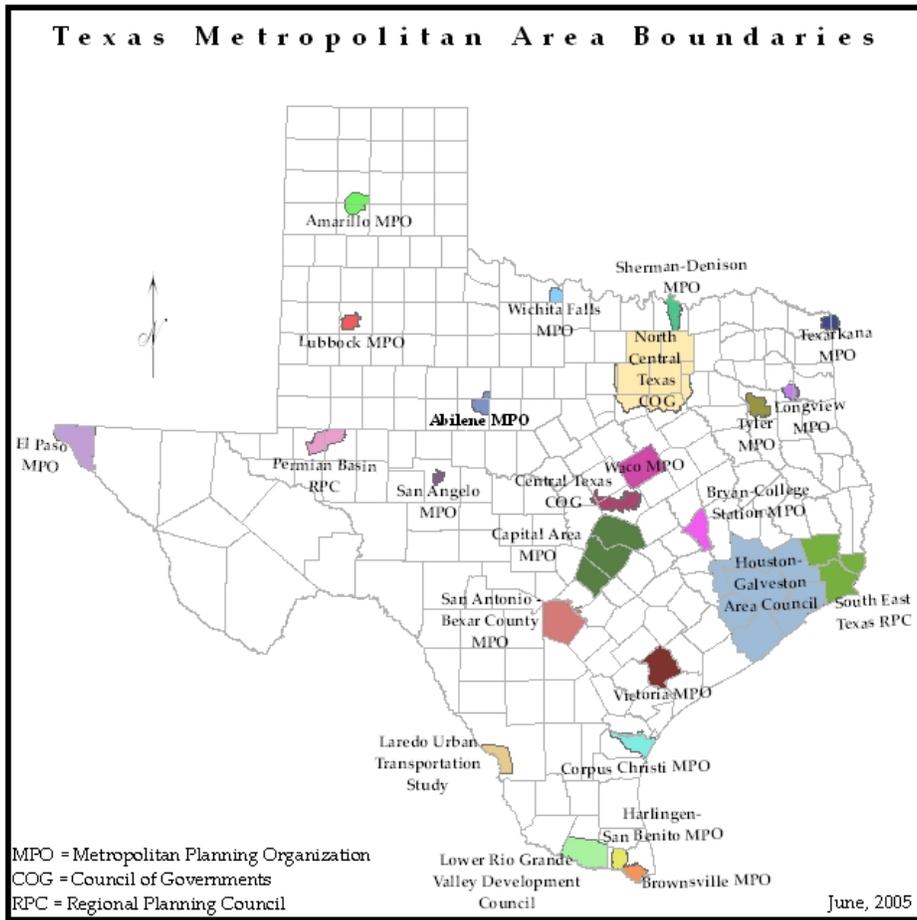
Revised May 18, 2005

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.

District Boundary Map



MPO Boundary Map



Acronyms

ACRONYMS

CAAA	Clean Air Act Amendments of 1990 – Revisions/amendments passed by Congress to the Clean Air Act of 1970 (CAA). Includes procedures that apply to all transportation plans, programs and projects as they relate to air quality.
CMAQ	Congestion Mitigation and Air Quality improvement program – Special provision of the ISTEA of 1991 that directs funds toward projects in Clean Air Act non-attainment areas for ozone and carbon monoxide.
CSJ	Control-Section Job Number – Project numbering system utilized by the Highway Design Division. Each project being advanced to implementation will be assigned a unique CSJ number.
FTA	Federal Transit Administration – Federal agency primarily responsible for public mass transportation. Formally called the Urban Mass Transit Administration (UMTA).
MAB	Metropolitan Area Boundary – The boundary of a metropolitan area established by agreement between the MPO and the Governor. Defines the area in which the metropolitan planning process will be carried out.
MPO	Metropolitan Planning Organization – The organization in urbanized areas over 50,000 in population, designated by agreement between the Governor and units of general purpose local government that is responsible for carrying out the transportation planning process for the metropolitan area.

- NHS** National Highway System – System of major highway networks established by ISTEA. Includes Interstate routes, many urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.
- SAFETEA-LU** Transportation bill passed by Congress that provides authorization for highways, highway safety, and mass transportation for six years. This legislation supersedes Transportation Equity Act for the 21st Century (TEA-21).
- SIP** State Implementation Plan – Plan/Program developed by the State that establishes a strategy to achieve conformity to established air quality requirements (CAAA). Includes strategies for all sources of air pollutants.
- SMP** Statewide Mobility Program – Developed by TxDOT to illustrate funding strategies to maintain the existing transportation system and is part of the **Maintain It** budget strategy. Includes projects funded in Categories 1 and 6.
- SPP** Statewide Preservation Program – Developed by TxDOT to provide information regarding the **Build It** budget strategy. Includes information for highway construction projects funded in categories 2, 3, 4, 5, 7, 8, 9, 10, 11 and 12.
- STIP** Statewide Transportation Improvement Program – Statewide program of projects and project segments to be implemented within each three-year period after adoption of the program. The program includes a financial plan that demonstrates how the program can be implemented. Requirement for the program was established by ISTEA. The program is developed in cooperation with the MPO programs.
- STP** Surface Transportation Program – Federal funding category for surface transportation construction and maintenance. STP funds may be used by states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid roads and replace the previously designated federal-aid primary, secondary, and urban systems. The purpose is to supplement the National Highway System (NHS).

TIP Transportation Improvement Program – Metropolitan area program of projects and project segments to be implemented within each three-year period after adoption of the program. Program includes a financial plan that demonstrates how the program can be implemented.

TMA Transportation Management Area – Metropolitan areas designated by the Transportation Secretary that have urbanized populations greater than 200,000. TMAs designated by the Secretary require a much more detailed level of planning effort and have special requirements included in the Title 23 USC.

TIP Page Information

Brief descriptions of the fields located on individual TIP pages

District– This field is a display of the district number and city where district office is located.

County – This field is the county number and name where the project is located.

CTL-SEC-JOB (CSJ) –Project numbering system utilized by the Highway Design Division. Each project being advanced to implementation will be assigned a unique CSJ number.

Hwy No – This field is a display of the highway number from the project identification screen.

Phase – This field is the code(s) to indicate the project’s phase(s) in the TIP/STIP. At least one code must be shown for each project. More than one code can be shown. The district must show phase by entering “X” after the appropriate letter(s) on the screen.

PHASE Field – TIP/STIP Project Phase Codes	
‘C’	represents construction
‘PE’	represents preliminary engineering
‘ROW’	represents right-of-way
‘TR’	represents transfer of funds

City – Represents the local incorporation (city) where the project is located.

Project Sponsor – Responsible parties who initiated and will carry out the project.

YOE-Year of Expenditure Cost – This field is the cost of the “phase” of work depicted on TIP page which is based on an inflation rate(s) based on reasonable financial principles and information, developed cooperatively by the MPO, and State.

Limits (From And To) –. These fields should describe references to physical ties for the beginning and ending of the project CSJ. Projects limits should read from west to east or from south to north.

MPO Project Number – field represents the metropolitan planning organization (MPO) project identifier for this project.

Total Fed – This nine-digit field is the calculated sum of all federal participation in the project's estimated construction cost as approved in the latest STIP.

Total State – Field in the calculated sum of all state participation in the project's estimated construction cost as approved in the latest STIP.

Total Local – This field is the calculated sum of all local participation in the project's estimated construction cost (other than the lump sum amount shown in LOCAL CONTRIBUTION field).

Local Contribution – This field shows the estimated amount that the district expects to receive from local entities towards the project's estimated construction cost, not including local matching funds (local cost).

NOTE: Local is any entity *other than FHWA or the state*.

Remarks – This field is used to note specific comments that relate to project development as it was approved in the latest STIP.

Project Description – Type of work to be performed under this project

Remarks – Field used by districts notes specific comments that are related to the project development.

Funding Categories – Represents the 'general' funding category of work in the department's UTP

Total Project Cost - Estimated total cost of project, including all phases of work.

Project History - This field shows projects revisions, changes made to project within a STIP timeframe.

Preliminary Engineering - is that portion of the development of a project during which the basic planning objectives are translated into specific, well-defined criteria that can permit the final design process to begin.

Right of Way Purchase - Estimated cost of ROW property or interest therein, usually in a strip, acquired for or devoted to a highway for the construction of the roadway.

Construction Cost - Estimated cost of highway construction

Construction Engineering - *Estimated* cost of the interpretation of plans and specifications and formulation of engineering decisions.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

TXDOT XX DISTRICT
FY

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
24 - EL PASO	HUDSPETH	0002-19-900	BI 10-C		OTHER		\$ C
LIMITS FROM CSJ NOT IN USE						REVISION DATE:	
LIMITS TO: CSJ NOT IN USE						MPO PROJ NUM:	
PROJECT CSJ NOT IN USE						FUNDING CAT(S): 1	
DESCR:					PROJECT HISTORY:		
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
			FEDERAL	STATE	LOCAL	LC	TOTAL		
PRELIM ENG:	\$	C							
ROW PURCHASE:	\$	C							
CONST COST:	\$	2							
CONST ENG:	\$	C							
CONTING:	\$	C							
IND COSTS:	\$	C							
BND FINANCING:	\$	C							
TOTAL PRJ COST:	\$	2							
		COST OF APPROVED PHASES:	TOTAL:	\$	C \$	C \$	C \$	C \$	C
		\$ 0							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED