

**September 2016  
Cash Forecast**



**Texas Department of Transportation  
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September 2016 Cash Forecast**

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# Texas Department of Transportation

## Executive Summary

### September 2016 Cash Forecast

#### Executive Summary

Forecasting of revenues, expenditures and resulting 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 to efficiently construct and maintain the best possible highway system by optimizing 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 cash outlays may be made to maintain reasonable cash balances.

TxDOT monitors cash flows through the cash management process, which is strategically connected with the administrative, accounting, payment management, revenue collection, budgeting, forecasting, letting and planning/programming activities of the department. The forecast is used by appropriate TxDOT decision makers within that process to plan and implement highway construction and maintenance projects and is submitted to the Legislative Budget Board and other state agencies for their use and reference.

The TxDOT Finance team meets monthly to review TxDOT's financial status and provide for group discussion and action on issues affecting TxDOT's operations and finances, such as contract letting.

The content of the cash forecast includes historical and projected revenues 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 operating balance is included on page 7 to provide a picture of the cash position at a glance.

Future revenues are 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, continuing resolutions, 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 ten 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; therefore ending balances in the cash forecast that take those into account may differ from the USAS total. For example, the 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.

TxDOT forecasts monthly Ending Balances and Lowest Daily Balances to 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-\$21 billion in yearly SHF transactions with a goal of 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, Proposition 12 Bond Proceeds, SH 121 Toll Project Revenue, SH 130 Concession Funds, SH 288 Concession Funds, SH 161, Proposition 1 Oil and Gas Severance Tax revenue, Proposition 7 Sales and Use Taxes, American Recovery and Reinvestment Act (ARRA), State Infrastructure Bank (SIB), and General Revenue. The cash forecast takes into account the 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 makes assumptions when projecting future revenue and expenditures. Notable assumptions and changes from previous forecasts are summarized below.

#### Assumptions

- Revenue growth per year: Vehicle Registration Fees include the effects of the TxDMV Processing & Handling Fee effective January 1, 2017, 2.9% growth for FY2017-FY2019 and are then blended with the TRENDS model in remaining years, State Motor Fuels Tax for FY2017-FY2027 is forecast based on 1.33% growth for gasoline with adjustments in future years for fuel efficiency and changing rates of population growth, while diesel grows at the projected gross state product of 3.27% with adjustments in future years to blend with the TRENDS model, Lubricants Sales Tax grows at 1%, miscellaneous revenue 1%. Some figures may not exactly match the percentages above due to rounding.
- Proposition 14 debt service is based on issuing a total of \$6.0B in State Highway Fund bonds.
- Texas Emissions Reduction Plan (TERP) continues through FY2019.
- 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' expenditures, TxDOT contractor payments, nor payments for debt service or pass-through finance agreements.
- The Transportation Commission has authorized execution of a toll equity loan to NTTA for eligible expenses related to the SH 161 and/or Southwest Parkway – Chisholm Trail projects. When such a loan is executed, 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.
- In the absence of a federal highway bill beyond FY2020, which will be the final year of the current bill known as FAST, Obligation Authority (OA) projections in FY2021 and beyond are based on the fiscally constrained approach of using a historical rate of return on taxes and fees sent to the Highway Trust Fund (HTF). The projected OA levels are lower than recent SAFETEA-LU, MAP-21, and FAST years, during which more OA was distributed nationwide than revenue coming into the HTF. This caused Congress to take the unusual step of making several large transfers totaling \$32.7B from general revenue to support the HTF during SAFETEA-LU, and approximately \$19B more under MAP-21. There is no indication that those transfers would be able to continue indefinitely. In the event that future federal funds are higher than projected HTF levels, additional OA would be discussed with the Transportation Commission for project selection. This forecast assumes estimated FAST level funding through FY2020. As actual obligation authority is released, the forecast will be updated.

#### Changes from previous Cash Forecast

- Updated with actual revenue and expenditures through August 2016.
- Updated the projected expenditures for both active and future projects.
- Updated projections for Pass-Through Finance, CDA, Design-Build, and Toll Equity Projects.
- Revised Vehicle Registration Fee projections for FY2017-FY2027 to include actual FY2016 revenue in the calculations.
- Updated budgets based on the 2018-19 TxDOT Legislative Appropriations Request.
- Updated Prop 1 projections for FY2017-FY2019.
- Updated the planning scenario to be used in the development of the 2018 UTP (see page S-1).

#### Significant variances from previous Cash Forecast

- Vehicle Registration Fee projections increased an average of approximately \$25 million per year for FY2017-FY2027.

#### Impact of the projected letting schedule on cash balances

- The current letting schedule, when combined with previous obligations, lower than expected progress payments for construction projects, Proposition 14 debt service savings, operating costs, and other agency expenditures results in a projected SHF ending balance of approximately \$469 million in FY2017. See page 8.

**Texas Department of Transportation  
Total Project Awards  
September 2016 Cash Forecast**

**Letting Program**

<b><u>Funding Source</u></b>	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
State Highway Fund (1)	3,464,202,014	3,258,022,273	3,471,772,174	6,462,043,496	3,406,548,715	2,983,569,607	3,423,309,731	2,839,082,428	2,790,950,956	3,011,139,033	3,066,936,287	3,121,326,149	3,174,041,252	3,187,836,804
Texas Mobility Fund	112,069,168	304,974,443	200,460,313	170,789,688	-	-	-	-	-	-	-	-	-	-
Texas Mobility Fund Taxes & Fees	-	-	-	20,000,000	-	-	-	-	-	-	-	-	-	-
Proposition 14	86,787,644	26,196,503	7,651,790	21,320,000	-	-	-	-	-	-	-	-	-	-
Proposition 12	459,725,635	6,702,900	36,494,481	-	-	-	-	-	-	-	-	-	-	-
SH 121	258,145,624	158,634,425	38,907,589	108,532,411	20,168,299	-	-	-	-	32,000,000	9,400,000	-	-	-
SH 130 - Seg 5 & 6	6,000,000	29,174,029	6,264,802	49,155,198	-	-	-	-	-	-	-	-	-	-
SH 161	11,125,520	3,641,480	749,479	12,360,522	-	-	-	-	-	-	-	-	-	-
Proposition 1	-	888,388,205	1,590,802,005	835,060,249	380,000,000	440,000,000	-	-	-	-	-	-	-	-
Proposition 7	-	-	-	-	2,000,000,000	2,000,000,000	2,345,683,200	2,406,782,112	2,470,019,486	2,535,470,168	2,603,211,624	2,673,324,030	2,745,890,372	2,820,996,534
<b>Total Letting</b>	<b>4,398,055,605</b>	<b>4,675,734,258</b>	<b>5,353,102,633</b>	<b>7,679,261,564</b>	<b>5,806,717,014</b>	<b>5,423,569,607</b>	<b>5,768,992,931</b>	<b>5,245,864,540</b>	<b>5,260,970,442</b>	<b>5,578,609,201</b>	<b>5,679,547,911</b>	<b>5,794,650,179</b>	<b>5,919,931,624</b>	<b>6,008,833,338</b>

**Non-Traditional Project Awards**

<b><u>Funding Source</u></b>	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Design Build Projects (2)	522,500,000	1,301,100,000	806,856,447	63,350,000	-	-	-	-	-	-	-	-	-	-
Pass Through Finance Projects (5)	74,316,178	11,208,139	100,468,391	181,386,358	5,899,604	-	-	-	-	-	-	-	-	-
Local Bond Sales	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Non-Traditional Letting</b>	<b>596,816,178</b>	<b>1,312,308,139</b>	<b>907,324,838</b>	<b>244,736,358</b>	<b>5,899,604</b>	<b>-</b>								

**Comprehensive Development Agreements (CDAs) - Concession (3)**

<b><u>Funding Source</u></b>	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
State Highway Fund	-	-	13,420,000	-	-	-	-	-	-	-	-	-	-	-
Proposition 12	31,992,540	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH 288	-	-	3,680,000	-	-	-	-	-	-	-	-	-	-	-
<b>Total CDA Letting (4)</b>	<b>31,992,540</b>	<b>-</b>	<b>17,100,000</b>	<b>-</b>										
<b>Grand Total Project Awards</b>	<b>5,026,864,323</b>	<b>5,988,042,397</b>	<b>6,277,527,471</b>	<b>7,923,997,922</b>	<b>5,812,616,618</b>	<b>5,423,569,607</b>	<b>5,768,992,931</b>	<b>5,245,864,540</b>	<b>5,260,970,442</b>	<b>5,578,609,201</b>	<b>5,679,547,911</b>	<b>5,794,650,179</b>	<b>5,919,931,624</b>	<b>6,008,833,338</b>

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. Future projects that may ultimately be delivered under the Non-Traditional Project Award or CDA processes are included in the Letting Program totals until such time as enough information is available to move them to the appropriate line item. Examples of such projects currently under development at the time of the forecast include, SH 249, US 281, and I-35W.

(1) See footnote #3 below for more information on Comprehensive Development Agreements (CDAs). Does not include Pass-through Finance projects, Local Bond Sales, Ferry or Right-of-Way letting.

(2) Includes design-build projects that may be delivered under the Comprehensive Development Agreement (CDA) authority. Projects under this classification may be funded by a variety of fund sources.

(3) Comprehensive Development Agreements do not go through the traditional statewide letting process and are therefore listed separately. The figures can 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.

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

(5) Pass-through Finance projects in FY2017 include the SH 365 project, which was originally part of the PTF program but will ultimately be let as a Toll Equity project.

**Texas Department of Transportation  
Total Expenses  
September 2016 Cash Forecast**

**BASE CASE**

<b>Expenses</b>	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Research	16,549,530	14,876,939	30,894,621	22,977,959	24,252,984	24,265,864	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000
Engineering	786,126,858	866,939,907	987,887,197	884,115,506	1,028,299,974	1,022,349,762	1,019,034,446	1,019,034,446	1,019,034,446	1,019,034,446	1,019,034,446	1,019,034,446	1,018,314,000	1,018,314,000
Right-of-Way	617,484,853	538,624,526	477,428,369	402,476,342	454,105,357	456,420,357	446,498,000	446,500,000	446,500,000	446,500,000	446,500,000	446,500,000	446,500,000	446,500,000
Project Development	-	-	-	-	132,029,000	108,038,000	60,000,000	75,000,000	90,000,000	90,000,000	90,000,000	90,000,000	150,000,000	-
Plan	1,420,161,241	1,420,441,372	1,496,210,187	1,309,569,807	1,638,687,315	1,611,073,983	1,549,798,446	1,564,800,446	1,579,800,446	1,579,800,446	1,579,800,446	1,579,800,446	1,639,080,000	1,489,080,000
Build	3,382,196,936	3,132,000,317	2,961,130,551	4,533,110,990	3,215,278,953	1,960,353,090	1,622,169,251	1,407,207,200	1,143,649,502	1,073,002,934	1,030,737,393	1,018,405,511	1,002,040,487	1,016,659,972
Maintain	3,530,305,067	3,585,673,964	4,035,435,945	4,770,704,577	5,637,219,705	4,791,590,371	4,272,191,120	4,225,598,468	3,885,873,756	3,781,709,133	3,748,750,456	3,753,615,242	3,798,960,960	3,883,295,269
Use	175,405,139	166,038,096	156,958,348	176,408,851	181,329,742	183,000,995	183,001,402	183,001,402	183,001,402	183,001,402	183,001,402	183,001,402	183,001,402	183,001,402
Manage	240,463,860	220,341,383	226,278,541	262,408,334	451,148,273	259,447,852	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000
Project Development & Delivery	-	9,057,294	692,505,422	921,076,080	965,630,218	1,926,248,820	2,409,029,292	3,050,260,814	3,032,465,535	3,101,920,729	3,115,090,515	3,194,570,914	3,276,868,345	3,365,308,737
Short-Term Borrowing D/S	101,561,068	376,141,933	751,546,124	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Proposition 14 Debt Service	299,189,067	342,131,953	314,510,260	443,794,351	424,794,265	421,311,033	421,564,398	421,768,451	384,895,183	414,608,177	435,567,567	427,900,301	395,615,946	364,728,388
Texas Mobility Fund Debt Service	612,339,635	246,115,244	345,172,170	365,187,073	368,156,099	377,153,784	384,462,727	391,923,556	399,505,786	407,182,098	415,030,149	422,853,514	430,892,786	439,053,394
Proposition 12 Debt Service	123,128,945	193,889,121	225,596,228	278,655,561	330,863,924	326,388,589	321,663,898	316,912,708	312,138,475	307,345,371	302,522,003	297,671,902	292,793,052	287,886,854
Inflation/Additional Programs	-	-	-	-	-	-	201,414,380	398,217,580	595,020,880	791,824,180	988,627,480	1,185,430,780	1,382,234,080	1,579,037,380
<b>Total Expenses</b>	<b>9,884,750,958</b>	<b>9,691,830,678</b>	<b>11,205,343,777</b>	<b>13,062,415,624</b>	<b>13,214,608,494</b>	<b>11,858,068,518</b>	<b>11,626,242,913</b>	<b>12,220,638,626</b>	<b>11,777,298,965</b>	<b>11,901,342,470</b>	<b>12,060,075,410</b>	<b>12,324,198,012</b>	<b>12,662,435,058</b>	<b>12,868,999,396</b>

**Funding Source**

State Highway Fund (1)	7,695,269,879	7,126,972,517	8,268,125,657	9,261,340,295	10,400,806,738	8,926,859,822	8,308,667,372	8,285,069,746	7,902,451,934	7,957,673,810	8,101,400,460	8,283,009,113	8,476,452,542	8,747,308,428
Texas Mobility Fund - Bond Proceeds (2)	647,324,048	292,211,790	157,641,986	416,896,250	224,782,915	-	-	-	-	-	-	-	-	-
Texas Mobility Fund - Taxes & Fees (3)	590,888,364	213,702,759	379,021,228	453,564,560	536,489,942	497,961,079	447,860,060	462,299,684	476,469,430	480,929,463	483,577,673	490,546,417	557,915,139	416,223,487
Proposition 14 (4)	356,585,800	211,784,397	207,628,045	452,545,229	223,036,765	-	-	-	-	-	-	-	-	-
Proposition 12 (5)	158,942,302	1,076,138,752	871,105,249	836,193,558	254,632,388	-	-	-	-	-	-	-	-	-
SH 121 (6)	173,242,447	446,587,681	275,795,464	264,105,686	196,970,916	105,839,484	71,106,568	42,286,440	4,643,067	4,379,251	9,609,364	10,179,091	10,006,149	6,101,274
SH 130 - Seg 5 & 6 (7)	8,500,000	59,170	16,888,645	57,618,756	18,532,547	15,784,846	15,784,846	12,038,931	-	-	-	-	-	-
SH 161 (8)	32,935,219	33,085,564	30,857,785	17,532,216	4,886,484	2,980,221	2,980,221	2,626,998	-	-	-	-	-	-
SH 288 (9)	-	-	-	10,000,000	2,825,000	855,000	-	-	-	-	-	-	-	-
ARRA Funds (10)	40,531,406	14,516,674	10,418,995	-	-	-	-	-	-	-	-	-	-	-
Build America Bond Subsidy (11)	57,877,476	81,640,407	35,113,988	58,600,551	58,600,551	58,600,551	58,310,927	57,992,197	57,647,068	57,255,982	55,659,797	55,953,731	56,024,478	54,026,739
GR - Debt Service (12)	111,583,049	182,255,424	213,937,445	266,965,420	319,173,783	314,698,448	310,263,381	305,823,568	301,381,684	296,942,987	292,497,355	287,698,500	282,928,158	278,510,930
General Revenue	6,570,969	2,015,750	4,782,867	1,192,524	2,240,247	2,240,247	2,240,247	2,240,247	2,240,247	2,240,247	2,240,247	2,240,247	2,240,247	1,519,801
State Infrastructure Bank (SIB) (13)	4,500,000	1,802,500	41,521,001	44,784,500	6,000,000	6,000,000	-	-	-	-	-	-	-	-
Proposition 1 (14)	-	9,057,294	692,505,422	921,076,080	840,630,218	759,582,154	554,090,758	344,793,599	175,995,900	72,830,258	6,231,876	3,152,223	-	-
Proposition 7 (15)	-	-	-	-	125,000,000	1,166,666,667	1,854,938,533	2,705,467,215	2,856,469,634	3,029,090,471	3,108,858,638	3,191,418,691	3,276,868,345	3,365,308,737
<b>Total Funds</b>	<b>9,884,750,958</b>	<b>9,691,830,678</b>	<b>11,205,343,777</b>	<b>13,062,415,624</b>	<b>13,214,608,494</b>	<b>11,858,068,518</b>	<b>11,626,242,913</b>	<b>12,220,638,626</b>	<b>11,777,298,965</b>	<b>11,901,342,470</b>	<b>12,060,075,410</b>	<b>12,324,198,012</b>	<b>12,662,435,058</b>	<b>12,868,999,396</b>

(1) See page 8 of 20 of this forecast for details. (2) See page 9 of 20 of this forecast for details. (3) See page 10 of 20 of this forecast for details. (4) See page 11 of 20 of this forecast for details. (5) See page 12 of 20 of this forecast for details.

(6) See page 13 of 20 of this forecast for details. (7) See page 14 of 20 of this forecast for details. (8) See page 15 of 20 of this forecast for details. (9) See page 16 of 20 of this forecast for details. (10) See page 17 of 20 of this forecast for details.

(11) Build America Bond subsidies are tax credit bonds introduced as part of the February 2009 American Recovery and Reinvestment Act (ARRA) and are administered by the Treasury Department. BABs are in use for portions of the Proposition 14, TMF and Proposition 12 bond programs.

(12) General Revenue (GR) for Proposition 12 debt service. (13) See page 18 of 20 of this forecast for details. (14) See page 19 of 20 of this forecast for details. (15) See page 20 of 20 of this forecast for details.

\* Short-term borrowing includes approximately \$1.5M/year of line of credit fees.

\*\* 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. Includes debt service paid from GR.

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

**Texas Department of Transportation  
Bond Programs - Debt Service  
September 2016 Cash Forecast**

**BASE CASE**

<b><u>Expenses</u></b>	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Texas Mobility Fund	612,339,635	246,115,244	345,172,170	365,187,073	368,156,099	377,153,784	384,462,727	391,923,556	399,505,786	407,182,098	415,030,149	422,853,514	430,892,786	439,053,394
Proposition 14	299,189,067	342,131,953	314,510,260	443,794,351	424,794,265	421,311,033	421,564,398	421,768,451	384,895,183	414,608,177	435,567,567	427,900,301	395,615,946	364,728,388
Proposition 12 (1)	123,128,945	193,889,121	225,596,228	278,655,561	330,863,924	326,388,589	321,663,898	316,912,708	312,138,475	307,345,371	302,522,003	297,671,902	292,793,052	287,886,854
<b>Total Expenses</b>	<b>1,034,657,646</b>	<b>782,136,318</b>	<b>885,278,659</b>	<b>1,087,636,985</b>	<b>1,123,814,288</b>	<b>1,124,853,406</b>	<b>1,127,691,023</b>	<b>1,130,604,715</b>	<b>1,096,539,445</b>	<b>1,129,135,645</b>	<b>1,153,119,719</b>	<b>1,148,425,717</b>	<b>1,119,301,784</b>	<b>1,091,668,636</b>
<b><u>Funding Source</u></b>														
Texas Mobility Fund - Taxes & Fees (2)	590,888,364	213,702,759	334,312,537	343,467,806	346,436,833	355,434,517	362,743,460	370,211,642	377,806,653	385,519,642	393,429,931	400,546,417	407,915,139	416,223,487
Build America Bonds Subsidy-TMF (4)	21,451,271	32,412,485	10,859,633	21,719,267	21,719,267	21,719,267	21,719,267	21,711,914	21,699,133	21,662,456	21,600,218	22,307,097	22,977,647	22,829,907
<b>TMF Total</b>	<b>612,339,635</b>	<b>246,115,244</b>	<b>345,172,170</b>	<b>365,187,073</b>	<b>368,156,099</b>	<b>377,153,784</b>	<b>384,462,727</b>	<b>391,923,556</b>	<b>399,505,786</b>	<b>407,182,098</b>	<b>415,030,149</b>	<b>422,853,514</b>	<b>430,892,786</b>	<b>439,053,394</b>
Slate Highway Fund (3)	274,308,759	304,537,729	301,914,689	418,603,208	399,603,122	396,119,890	396,373,255	396,577,308	359,704,040	389,417,034	411,532,636	404,227,070	372,434,009	342,907,480
Build America Bond Subsidy-Prop 14 (4)	24,880,308	37,594,224	12,595,572	25,191,143	25,191,143	25,191,143	25,191,143	25,191,143	25,191,143	25,191,143	24,034,931	23,673,231	23,181,937	21,820,908
<b>Proposition 14 Total</b>	<b>299,189,067</b>	<b>342,131,953</b>	<b>314,510,260</b>	<b>443,794,351</b>	<b>424,794,265</b>	<b>421,311,033</b>	<b>421,564,398</b>	<b>421,768,451</b>	<b>384,895,183</b>	<b>414,608,177</b>	<b>435,567,567</b>	<b>427,900,301</b>	<b>395,615,946</b>	<b>364,728,388</b>
General Revenue-Prop 12 (5)	111,583,049	182,255,424	213,937,445	266,965,420	319,173,783	314,698,448	310,263,381	305,823,568	301,381,684	296,942,987	292,497,355	287,698,500	282,928,158	278,510,930
Build America Bond Subsidy-Prop 12 (4)	11,545,896	11,633,697	11,658,783	11,690,141	11,690,141	11,690,141	11,400,517	11,089,140	10,756,791	10,402,383	10,024,648	9,973,403	9,864,894	9,375,924
<b>Proposition 12 Total</b>	<b>123,128,945</b>	<b>193,889,121</b>	<b>225,596,228</b>	<b>278,655,561</b>	<b>330,863,924</b>	<b>326,388,589</b>	<b>321,663,898</b>	<b>316,912,708</b>	<b>312,138,475</b>	<b>307,345,371</b>	<b>302,522,003</b>	<b>297,671,902</b>	<b>292,793,052</b>	<b>287,886,854</b>
<b>Total Funds</b>	<b>1,034,657,646</b>	<b>782,136,318</b>	<b>885,278,659</b>	<b>1,087,636,985</b>	<b>1,123,814,288</b>	<b>1,124,853,406</b>	<b>1,127,691,023</b>	<b>1,130,604,715</b>	<b>1,096,539,445</b>	<b>1,129,135,645</b>	<b>1,153,119,719</b>	<b>1,148,425,717</b>	<b>1,119,301,784</b>	<b>1,091,668,636</b>

(1) Proposition 12 debt service assumes the entire \$5B will be issued.

(2) The 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. FY2014 includes approximately \$168M for defeasance of existing TMF bonds.

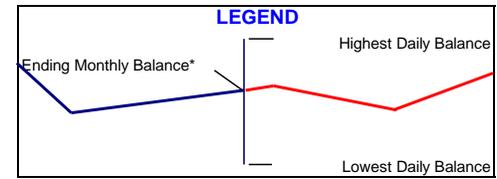
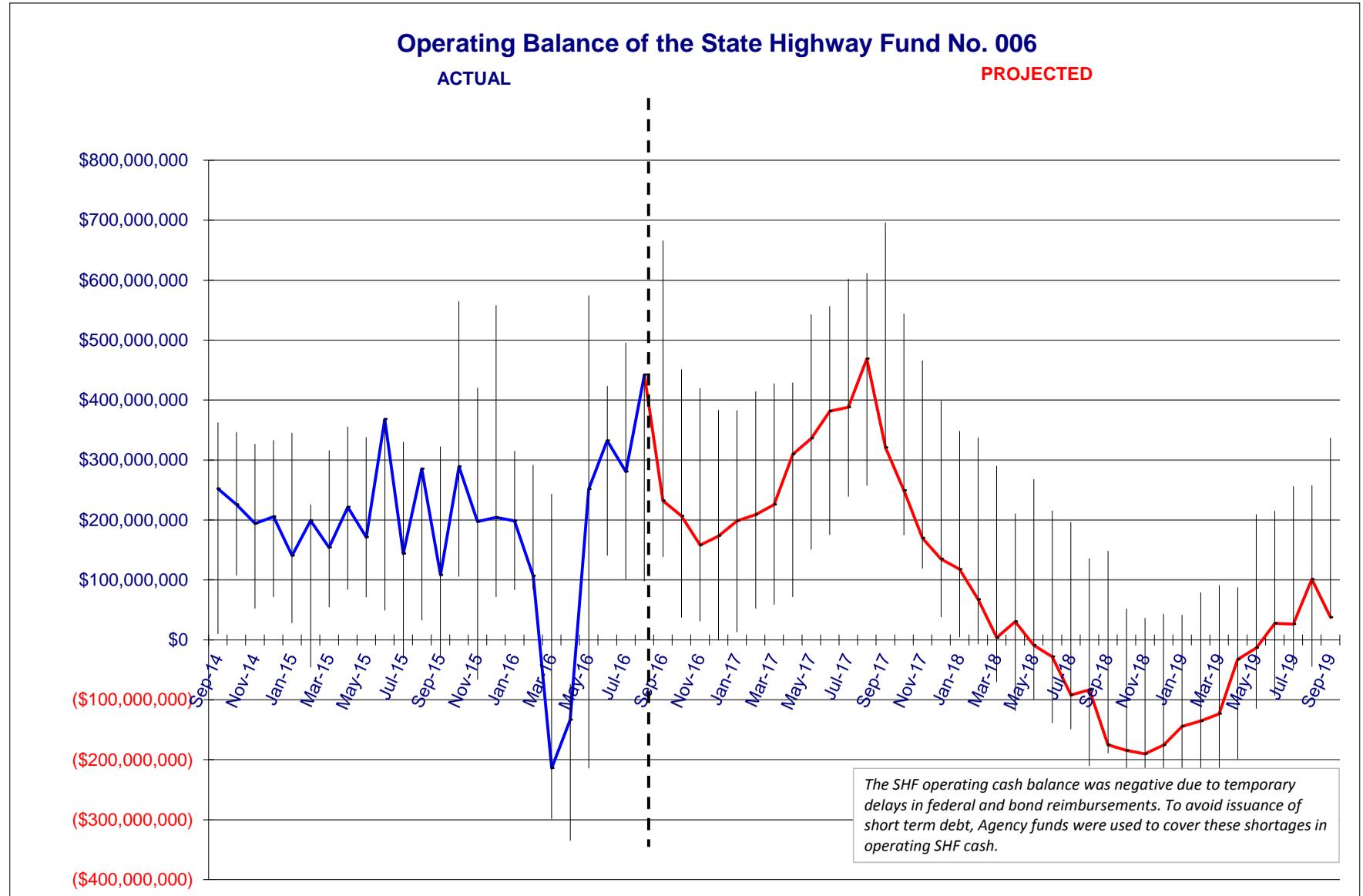
(3) The State Highway Fund repays the majority of the principal and interest for the Proposition 14 bond program.

(4) Build America Bond subsidies are tax credit bonds introduced as part of the February 2009 American Recovery and Reinvestment Act (ARRA) and are administered by the Treasury Department. BABs are in use for portions of the Proposition 14, TMF and Proposition 12 bond programs.

(5) General Revenue repays the principal and interest for the Proposition 12 bond program.

**State Highway Fund  
Operating Balance  
as of August 31, 2016**

SHF Cash Balance	4,159,308,610
Less dedicated/obligated funds:	
SH 121	(945,126,987)
Prop 14 / SHF Bonds	28,146,436
SH 130 (Segments 5 & 6)	(116,617,742)
State Infrastructure Bank	(354,471,842)
North Tarrant Express Mobility Partners	(169,783)
Prop 1 (ESF Transfer)	(2,194,045,229)
SH 161	(52,778,350)
CTTS Holding	(56,423,394)
SH 288 Concession Project	(25,526,174)
Operating SHF Cash Balance	442,295,543
Cash Reserved for Payroll	(72,251,115)
Remaining Balance for Operations	370,044,428
Short-term borrowing outstanding	0



\* For the monthly ending balances, the actual months are to the left of the dashed line and the projected months are to the right of the dashed line.

**Texas Department of Transportation  
State Highway Fund Operating Account - Cash Forecast  
September 2016 Cash Forecast**

**BASE CASE**

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance (2)	762,984,645	319,256,570	285,185,460	442,295,542	468,888,461	(83,463,324)	101,175,912	385,674,366	519,245,741	642,945,119	692,252,083	619,064,700	442,804,682	201,383,898
<b>Revenues</b>														
State Gas Tax	2,421,721,988	2,521,935,284	2,580,768,844	2,627,055,000	2,674,348,000	2,722,675,000	2,770,631,000	2,815,894,000	2,860,496,000	2,902,694,000	2,942,836,000	2,979,821,000	3,019,043,000	3,060,792,000
Registration Fees	1,350,917,096	1,380,811,907	1,437,514,159	1,510,145,000	1,569,848,000	1,615,300,000	1,662,068,000	1,710,190,000	1,759,705,000	1,810,830,000	1,863,440,000	1,917,392,000	1,972,906,000	2,030,027,000
FHWA Reimbursements	3,081,690,100	2,869,919,353	3,709,987,606	4,571,269,030	5,166,050,363	4,426,798,278	3,937,731,421	3,650,724,426	3,159,532,269	3,036,955,103	2,957,508,473	2,943,689,178	2,971,490,121	3,066,426,694
Other Fed Reimbursements	204,866,194	146,247,270	208,414,277	467,975,314	314,922,223	221,455,995	187,006,000	187,006,000	187,006,000	187,006,000	187,006,000	187,006,000	187,006,000	187,006,000
Short-Term Borrowing	250,000,000	575,000,000	400,000,000	-	-	-	-	-	-	-	-	-	-	-
Other	884,083,857	578,297,492	589,726,345	547,305,924	559,206,701	563,666,119	358,377,739	366,933,694	371,519,043	381,602,672	389,529,604	390,947,917	396,693,638	439,084,786
<b>Total Revenues</b>	<b>8,193,279,234</b>	<b>8,072,211,306</b>	<b>8,926,411,231</b>	<b>9,723,750,267</b>	<b>10,284,375,287</b>	<b>9,549,895,391</b>	<b>8,915,814,160</b>	<b>8,730,748,120</b>	<b>8,338,258,312</b>	<b>8,319,087,774</b>	<b>8,340,320,077</b>	<b>8,418,856,095</b>	<b>8,547,138,759</b>	<b>8,783,336,480</b>
<b>Available</b>	<b>8,956,263,879</b>	<b>8,391,467,875</b>	<b>9,211,596,691</b>	<b>10,166,045,810</b>	<b>10,753,263,747</b>	<b>9,466,432,067</b>	<b>9,016,990,071</b>	<b>9,116,422,486</b>	<b>8,857,504,053</b>	<b>8,962,032,893</b>	<b>9,032,572,160</b>	<b>9,037,920,795</b>	<b>8,989,943,441</b>	<b>8,984,720,379</b>
<b>Expenses</b>														
Research	16,549,530	14,876,939	30,894,621	22,977,959	24,252,984	24,265,864	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000	24,266,000
Engineering	739,106,247	749,520,425	866,019,636	582,119,438	1,019,079,528	1,013,129,316	1,018,314,000	1,018,314,000	1,018,314,000	1,018,314,000	1,018,314,000	1,018,314,000	1,018,314,000	1,018,314,000
Right-of-Way	567,821,764	330,477,577	311,781,397	245,747,614	441,592,000	443,907,000	446,498,000	446,500,000	446,500,000	446,500,000	446,500,000	446,500,000	446,500,000	446,500,000
Plan	1,323,477,542	1,094,874,941	1,208,695,654	850,845,011	1,484,924,512	1,481,302,180	1,489,078,000	1,489,080,000	1,489,080,000	1,489,080,000	1,489,080,000	1,489,080,000	1,489,080,000	1,489,080,000
Build	2,207,222,167	1,618,893,867	1,779,225,795	2,903,466,597	2,308,661,291	1,815,110,936	1,506,873,617	1,332,859,390	1,130,036,258	1,062,906,463	1,020,672,888	1,007,919,021	991,726,939	1,010,251,299
Maintain	3,375,564,257	3,349,124,503	3,846,111,239	4,649,300,818	5,574,852,201	4,791,590,371	4,272,191,120	4,225,598,468	3,885,873,756	3,781,709,133	3,748,750,456	3,753,615,242	3,798,240,514	3,883,295,269
Use	174,237,133	165,068,868	155,749,349	175,216,327	180,117,340	181,788,593	181,789,000	181,789,000	181,789,000	181,789,000	181,789,000	181,789,000	181,789,000	181,789,000
Manage	238,898,954	218,330,676	224,882,806	262,408,334	451,148,273	259,447,852	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000	259,448,000
Short-term Borrowing D/S (1)	101,561,068	376,141,933	751,546,124	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Prop 14 Debt Service	274,308,759	304,537,729	301,914,689	418,603,208	399,603,122	396,119,890	396,373,255	396,577,308	359,704,040	389,417,034	411,532,636	404,227,070	372,434,009	342,907,480
Inflation/Additional Programs	-	-	-	-	-	-	201,414,380	398,217,580	595,020,880	791,824,180	988,627,480	1,185,430,780	1,382,234,080	1,579,037,380
<b>TxDOT State Highway Fund Total (2)</b>	<b>7,695,269,879</b>	<b>7,126,972,517</b>	<b>8,268,125,657</b>	<b>9,261,340,295</b>	<b>10,400,806,738</b>	<b>8,926,859,822</b>	<b>8,308,667,372</b>	<b>8,285,069,746</b>	<b>7,902,451,934</b>	<b>7,957,673,810</b>	<b>8,101,400,460</b>	<b>8,283,009,113</b>	<b>8,476,452,542</b>	<b>8,747,308,428</b>
Other Agencies (3)	673,421,445	711,918,798	197,457,943	123,710,235	123,813,333	126,289,333	10,541,333	-	-	-	-	-	-	-
Other Agencies for TxDOT Benefits	268,315,984	267,391,101	303,717,549	312,106,819	312,107,000	312,107,000	312,107,000	312,107,000	312,107,000	312,107,000	312,107,000	312,107,000	312,107,000	312,107,000
<b>Total Expenses</b>	<b>8,637,007,309</b>	<b>8,106,282,415</b>	<b>8,769,301,148</b>	<b>9,697,157,349</b>	<b>10,836,727,072</b>	<b>9,365,256,155</b>	<b>8,631,315,705</b>	<b>8,597,176,746</b>	<b>8,214,558,934</b>	<b>8,269,780,810</b>	<b>8,413,507,460</b>	<b>8,595,116,113</b>	<b>8,788,559,542</b>	<b>9,059,415,428</b>
<b>Ending Balance</b>	<b>319,256,570</b>	<b>285,185,460</b>	<b>442,295,542</b>	<b>468,888,461</b>	<b>(83,463,324)</b>	<b>101,175,912</b>	<b>385,674,366</b>	<b>519,245,741</b>	<b>642,945,119</b>	<b>692,252,083</b>	<b>619,064,700</b>	<b>442,804,682</b>	<b>201,383,898</b>	<b>(74,695,050)</b>
Lowest Daily Balance	3,514,791	(45,868,893)	(334,844,852)	(811,794)	(210,635,023)	(276,674,838)	(29,398,487)	243,387,456	378,852,570	477,872,635	477,212,761	349,205,971	125,073,399	(180,678,318)
Highest Daily Balance	1,044,563,495	362,387,078	574,424,597	666,003,634	696,623,811	257,957,372	547,043,835	716,007,530	854,719,047	917,196,449	942,850,653	872,812,745	699,892,695	462,027,067
Traditional Letting	3,464,202,014	3,258,022,273	3,471,772,174	6,462,043,496	3,406,548,715	2,983,569,607	3,423,309,731	2,839,082,428	2,790,950,956	3,011,139,033	3,066,936,287	3,121,326,149	3,174,041,252	3,187,836,804
CDA & DB Project Awards (4)	-	935,735,000	820,276,447	63,350,000	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>3,464,202,014</b>	<b>4,193,757,273</b>	<b>4,292,048,621</b>	<b>6,525,393,496</b>	<b>3,406,548,715</b>	<b>2,983,569,607</b>	<b>3,423,309,731</b>	<b>2,839,082,428</b>	<b>2,790,950,956</b>	<b>3,011,139,033</b>	<b>3,066,936,287</b>	<b>3,121,326,149</b>	<b>3,174,041,252</b>	<b>3,187,836,804</b>

(1) Maintaining the capacity for short-term borrowing requires a line of credit fee of about \$1.5M per year.

(2) TxDOT State Highway Fund total, less Build America Bond subsidy (BABS), is also reflected on page 5 of 20 under "Funding Source"

(3) Other Agencies expenditures drop beginning in FY2016 due to changes in appropriations made during the 84th Legislative Session, and in FY2020 due to the expiration of the Texas Emissions Reduction Program (TERP) transfer from the State Highway Fund.

(4) State assistance for Comprehensive Development Agreements to be paid from the State Highway Fund.

The additional FAST funds in FY2018 - FY2020 would require match from Prop 7 in the amounts of \$147M, \$153M, and \$159M, respectively.

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. Future fiscal year expenditures and letting amounts may be adjusted for forecast purposes only, based on available revenue projections. Actual budgets and lettings in those years will depend upon current law and the direction of the Legislature, Transportation Commission and TxDOT Administration.

**Texas Department of Transportation  
Texas Mobility Fund - Bond Proceeds (1)  
September 2016 Cash Forecast**

BASE CASE

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	645,320,841	272,416	693,251,092	637,524,763	223,813,058	-	-	-	-	-	-	-	-	-
<b>Revenues</b>														
Bond Proceeds	757,024	983,695,701	728,787	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous (2)	(890,388)	-	96,720,818	-	-	-	-	-	-	-	-	-	-	-
Interest	2,408,987	1,494,765	4,466,052	3,184,545	969,857	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>2,275,622</b>	<b>985,190,466</b>	<b>101,915,657</b>	<b>3,184,545</b>	<b>969,857</b>	-	-	-	-	-	-	-	-	-
Available	647,596,464	985,462,882	795,166,749	640,709,308	224,782,915	-	-	-	-	-	-	-	-	-
<b>Expenses</b>														
Engineering	278,085	19,500,853	24,119,885	55,821,997	-	-	-	-	-	-	-	-	-	-
Right-of-Way	1,848,184	23,530,615	7,462,865	55,607,583	-	-	-	-	-	-	-	-	-	-
Plan	2,126,269	43,031,468	31,582,749	111,429,580	-	-	-	-	-	-	-	-	-	-
Build	643,634,059	247,169,679	124,663,502	305,466,670	224,782,915	-	-	-	-	-	-	-	-	-
Maintain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	1,563,720	2,010,642	1,395,735	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>647,324,048</b>	<b>292,211,790</b>	<b>157,641,986</b>	<b>416,896,250</b>	<b>224,782,915</b>	-	-	-	-	-	-	-	-	-
Ending Balance	272,416	693,251,092	637,524,763	223,813,058	-	-	-	-	-	-	-	-	-	-
Letting	112,069,168	304,974,443	200,460,313	170,789,688	-	-	-	-	-	-	-	-	-	-
CDA & DB Project Awards	522,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-

(1) Texas Mobility Fund (TMF) Bond Proceeds are forecast separately from TMF Taxes & Fees as the proceeds fund project expenditures, not debt service. (See page 10 of 20).

(2) The Miscellaneous revenue in FY2016 was due to a transfer between TMF subaccounts related to project expenditures, and was not an issuance of additional proceeds. The offset of the adjustment is shown in Miscellaneous revenue in TMF Taxes and Fees. (See page 10 of 20).

**TxDOT staff is currently exploring opportunities to utilize available bond proceeds. This forecast has been adjusted to reflect complete utilization by the end of FY2018. Although there will be an offset to the State Highway Fund, that offset has not yet been reflected in the SHF forecast.**

**Texas Department of Transportation  
Texas Mobility Fund - Taxes and Fees (1)  
September 2016 Cash Forecast**

**BASE CASE**

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	552,997,422	363,917,396	519,690,858	471,427,155	457,598,313	368,143,556	324,381,535	338,545,547	346,442,110	348,439,975	354,379,264	366,266,954	379,966,416	335,028,270
<b><u>Revenues (2)</u></b>														
Drivers License Fees	137,869,817	135,901,198	136,148,173	139,177,000	141,265,000	143,384,000	145,535,000	147,718,025	149,933,795	152,182,802	154,465,544	156,782,528	159,134,265	161,521,279
Drivers Record Info Fees	63,381,898	65,668,475	68,483,999	65,583,000	66,566,000	67,563,000	68,577,000	69,605,655	70,649,740	71,709,486	72,785,128	73,876,905	74,985,059	76,109,835
Vehicle Inspection Fees	101,146,325	60,473,076	75,846,172	107,306,000	109,452,000	111,642,000	113,874,000	116,151,480	118,474,510	120,844,000	123,260,880	125,726,097	128,240,619	130,805,432
United We Stand	3,434	3,008	2,966	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
TERP Fees	93,293,340	102,622,588	141,148,910	121,584,000	124,016,000	126,496,000	129,046,000	131,626,920	134,259,458	136,944,648	139,683,541	142,477,211	145,326,756	148,233,291
Motor Carrier Penalties	3,707,286	2,879,454	2,674,613	2,975,000	3,020,000	3,065,000	3,111,000	3,157,665	3,205,030	3,253,105	3,301,902	3,351,431	3,401,702	3,452,728
Interest	1,916,900	1,928,401	3,172,396	3,106,717	2,712,185	2,045,058	1,877,072	1,932,502	1,940,761	1,930,712	1,964,367	2,027,707	1,884,591	2,035,501
Build America Bonds (3)	21,451,271	32,412,485	10,859,633	21,719,267	21,719,267	21,719,267	21,719,267	21,711,914	21,699,133	21,662,456	21,600,218	22,307,097	22,977,647	22,829,907
Miscellaneous (4)	489,338	22	(96,719,704)	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>423,259,609</b>	<b>401,888,706</b>	<b>341,617,159</b>	<b>461,454,984</b>	<b>468,754,452</b>	<b>475,918,324</b>	<b>483,743,339</b>	<b>491,908,161</b>	<b>500,166,428</b>	<b>508,531,209</b>	<b>517,065,580</b>	<b>526,552,976</b>	<b>535,954,640</b>	<b>544,991,974</b>
Available	976,257,031	765,806,102	861,308,017	932,882,139	926,352,765	844,061,880	808,124,874	830,453,708	846,608,538	856,971,183	871,444,845	892,819,930	915,921,056	880,020,243
<b><u>Expenses</u></b>														
Plan	-	-	-	-	132,029,000	108,038,000	60,000,000	75,000,000	90,000,000	90,000,000	90,000,000	90,000,000	150,000,000	-
Build	-	-	44,708,691	110,096,754	58,024,109	34,488,561	25,116,600	17,088,042	8,662,777	5,409,821	147,742	-	-	-
Debt Service (5)	527,761,278	330,693,601	345,000,470	365,187,073	368,156,099	377,153,784	384,462,727	391,923,556	399,505,786	407,182,098	415,030,149	422,853,514	430,892,786	439,053,394
Other	84,578,357	(84,578,357)	171,700	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>612,339,635</b>	<b>246,115,244</b>	<b>389,880,862</b>	<b>475,283,826</b>	<b>558,209,209</b>	<b>519,680,345</b>	<b>469,579,327</b>	<b>484,011,598</b>	<b>498,168,563</b>	<b>502,591,919</b>	<b>505,177,891</b>	<b>512,853,514</b>	<b>580,892,786</b>	<b>439,053,394</b>
<b>Ending Balance</b>	<b>363,917,396</b>	<b>519,690,858</b>	<b>471,427,155</b>	<b>457,598,313</b>	<b>368,143,556</b>	<b>324,381,535</b>	<b>338,545,547</b>	<b>346,442,110</b>	<b>348,439,975</b>	<b>354,379,264</b>	<b>366,266,954</b>	<b>379,966,416</b>	<b>335,028,270</b>	<b>440,966,849</b>
Lowest Daily Balance (6)	358,009,676	245,154,866	325,082,519	312,891,272	264,871,238	179,999,106	132,787,162	137,351,557	136,245,041	129,511,701	126,113,877	128,572,808	127,999,989	85,037,769
Letting	-	-	-	20,000,000	-	-	-	-	-	-	-	-	-	-
CDA & DB Project Awards	-	294,000,000	-	-	-	-	-	-	-	-	-	-	-	-

(1) Texas 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, however some funds may be used for transportation projects.

(2) Future revenue projections are from the Comptroller's July 2015 Certification Revenue Estimate.

(3) BUILD 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.

(4) The Miscellaneous revenue in FY2016 was due to a transfer between TMF subaccounts related to project expenditures. The offset of the adjustment is shown in Miscellaneous revenue in TMF Bond Proceeds. (See page 9 of 20).

(5) FY2014 debt service expenditures include approximately \$168M for defeasance of existing TMF bonds.

(6) TMF RESERVE REQUIREMENTS:

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;
- 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.

**Texas Department of Transportation  
Proposition 14 - State Highway Bonds  
Bond Proceeds  
September 2016 Cash Forecast**

BASE CASE

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	74,738,585	389,572,703	179,027,096	(28,146,432)	222,119,842	-	-	-	-	-	-	-	-	-
<b>Revenues</b>														
Bond Proceeds	670,805,443	-	-	700,000,000	-	-	-	-	-	-	-	-	-	-
Interest	614,474	1,238,790	454,517	2,811,503	916,924	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>671,419,917</b>	<b>1,238,790</b>	<b>454,517</b>	<b>702,811,503</b>	<b>916,924</b>	-	-	-	-	-	-	-	-	-
Available	746,158,502	390,811,493	179,481,613	674,665,071	223,036,766	-	-	-	-	-	-	-	-	-
<b>Expenses</b>														
Engineering	24,524,736	28,900,759	26,530,029	59,310,000	-	-	-	-	-	-	-	-	-	-
Right-of-Way	26,471,346	19,448,434	56,472,469	59,550,085	-	-	-	-	-	-	-	-	-	-
Plan	50,996,082	48,349,193	83,002,498	118,860,085	-	-	-	-	-	-	-	-	-	-
Build	193,609,372	107,325,863	98,328,044	295,359,392	203,108,278	-	-	-	-	-	-	-	-	-
Maintain	111,979,160	56,109,275	26,297,503	38,325,752	19,928,487	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	1,186	65	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>356,585,800</b>	<b>211,784,397</b>	<b>207,628,045</b>	<b>452,545,229</b>	<b>223,036,765</b>	-	-	-	-	-	-	-	-	-
Ending Balance	389,572,703	179,027,096	(28,146,432)	222,119,842	-	-	-	-	-	-	-	-	-	-
Letting	86,787,644	26,196,503	7,651,790	21,320,000	-	-	-	-	-	-	-	-	-	-
CDA & DB Project Awards	-	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-
Prop 14 Debt Service (1)	367,151,379	343,945,494	315,387,074	399,324,954	407,158,742	407,157,418	407,069,439	406,979,599	340,399,438	402,897,492	420,757,599	446,763,034	436,222,603	391,969,637

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

(1) Proposition 14 debt service is paid primarily by the State Highway Fund. Debt service amounts shown above reflect BABs reimbursements and SHF transfers used to fund 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. For a detailed Method of Finance on Proposition 14 debt service. (See page 6 of 20).

**TxDOT staff is currently exploring opportunities to utilize available bond proceeds. This forecast has been adjusted to reflect complete utilization by the end of FY2018. Although there will be an offset to the State Highway Fund, that offset has not yet been reflected in the SHF forecast.**

**Texas Department of Transportation  
Proposition 12 - General Revenue Bonds  
September 2016 Cash Forecast**

<b>BASE CASE</b>														
	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	281,202,426	123,031,942	510,077,442	386,762,248	253,655,118	-	-	-	-	-	-	-	-	-
<b>Revenues</b>														
Proceeds	-	1,460,121,639	745,515,848	700,000,000	-	-	-	-	-	-	-	-	-	-
Interest	771,819	3,062,613	2,274,208	3,086,428	977,270	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>771,819</b>	<b>1,463,184,251</b>	<b>747,790,056</b>	<b>703,086,428</b>	<b>977,270</b>	-	-	-	-	-	-	-	-	-
Available	281,974,245	1,586,216,194	1,257,867,498	1,089,848,676	254,632,388	-	-	-	-	-	-	-	-	-
<b>Expenses</b>														
Engineering	8,055,637	60,022,143	66,894,901	178,364,071	-	-	-	-	-	-	-	-	-	-
Right-of-Way	13,417,795	93,397,324	131,366,793	29,057,700	-	-	-	-	-	-	-	-	-	-
Plan	21,473,432	153,419,467	198,261,694	207,421,771	-	-	-	-	-	-	-	-	-	-
Build	107,194,272	752,708,329	515,969,986	545,693,779	212,193,370	-	-	-	-	-	-	-	-	-
Maintain	30,274,599	170,010,956	156,873,569	83,078,008	42,439,018	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>158,942,302</b>	<b>1,076,138,752</b>	<b>871,105,249</b>	<b>836,193,558</b>	<b>254,632,388</b>	-	-	-	-	-	-	-	-	-
Ending Balance	123,031,942	510,077,442	386,762,248	253,655,118	-	-	-	-	-	-	-	-	-	-
Letting	459,725,635	6,702,900	36,494,481	-	-	-	-	-	-	-	-	-	-	-
CDA & DB Project Awards	31,992,540	20,000,000	-	-	-	-	-	-	-	-	-	-	-	-

Debt service on Proposition 12 bonds is paid from General Revenue (GR) and Build America Bond Subsidies. (See page 6 of 20).  
The expenditures by strategy in the Base Case above may require Legislative Budget Board approval of transfers between strategies.  
The ongoing project selection and letting process in conjunction with the MPOs will ensure that actual expenditures remain within, and fully utilize, the available funds. As the selections are refined, future forecasts will be adjusted.  
**TxDOT staff is currently exploring opportunities to utilize available bond proceeds. This forecast has been adjusted to reflect complete utilization by the end of FY2018. Although there will be an offset to the State Highway Fund, that offset has not yet been reflected in the SHF forecast.**

**Texas Department of Transportation  
SH 121 Proceeds  
September 2016 Cash Forecast**

**BASE CASE**

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	1,756,072,733	1,611,186,109	1,189,512,523	945,126,988	704,801,540	528,373,006	443,860,209	397,310,447	382,733,970	408,918,631	435,958,798	458,346,036	485,192,991	512,776,267
<b>Revenues</b>														
Proceeds (1)	16,184,042	12,873,907	15,901,739	8,000,000	6,300,825	7,800,825	9,550,825	12,623,221	15,322,396	15,322,396	15,322,396	15,322,396	15,322,396	15,322,396
Interest	6,334,953	5,528,670	7,581,420	6,681,999	4,893,277	3,934,423	3,389,522	3,120,382	3,178,331	3,398,322	3,592,406	3,787,490	4,005,788	4,237,775
Toll Revenue Sharing	5,836,827	6,511,518	7,926,771	9,098,240	9,348,280	9,591,440	11,616,460	11,966,360	12,327,000	12,698,700	13,081,800	17,916,160	18,261,240	18,612,960
<b>Total Revenues</b>	<b>28,355,822</b>	<b>24,914,095</b>	<b>31,409,929</b>	<b>23,780,239</b>	<b>20,542,382</b>	<b>21,326,687</b>	<b>24,556,806</b>	<b>27,709,963</b>	<b>30,827,728</b>	<b>31,419,418</b>	<b>31,996,603</b>	<b>37,026,046</b>	<b>37,589,424</b>	<b>38,173,132</b>
Available	1,784,428,556	1,636,100,204	1,220,922,452	968,907,226	725,343,922	549,699,693	468,417,015	425,020,410	413,561,698	440,338,049	467,955,400	495,372,082	522,782,415	550,949,398
<b>Expenses</b>														
Engineering	9,201,914	7,213,291	3,090,232	8,500,000	8,500,000	8,500,000	-	-	-	-	-	-	-	-
Right-of-Way	(1,833,070)	71,585,048	(29,655,154)	12,513,360	12,513,357	12,513,357	-	-	-	-	-	-	-	-
Plan	7,368,843	78,798,339	(26,564,922)	21,013,360	21,013,357	21,013,357	-	-	-	-	-	-	-	-
Build	165,873,604	367,789,342	302,360,386	243,092,326	175,957,559	84,826,127	71,106,568	42,286,440	4,643,067	4,379,251	9,609,364	10,179,091	10,006,149	6,101,274
Maintain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>173,242,447</b>	<b>446,587,681</b>	<b>275,795,464</b>	<b>264,105,686</b>	<b>196,970,916</b>	<b>105,839,484</b>	<b>71,106,568</b>	<b>42,286,440</b>	<b>4,643,067</b>	<b>4,379,251</b>	<b>9,609,364</b>	<b>10,179,091</b>	<b>10,006,149</b>	<b>6,101,274</b>
Ending Balance	1,611,186,109	1,189,512,523	945,126,988	704,801,540	528,373,006	443,860,209	397,310,447	382,733,970	408,918,631	435,958,798	458,346,036	485,192,991	512,776,267	544,848,124
Letting	258,145,624	158,634,425	38,907,589	108,532,411	20,168,299	-	-	-	-	32,000,000	9,400,000	-	-	-

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.

(1) Proceeds includes repayments from a loan made from SH 121 funds to NTTA for early retirement of a SIB loan.

**Texas Department of Transportation  
SH 130 (Segments 5 & 6) Proceeds  
September 2016 Cash Forecast**

		<u>BASE CASE</u>													
		<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
		<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>
Beginning Balance		126,701,481	119,248,306	131,219,037	116,617,742	61,344,860	45,168,436	31,805,589	18,530,187	9,135,258	11,979,933	15,087,623	18,475,857	22,174,124	26,191,302
<b>Revenues</b>															
	Proceeds	-	10,412,143	-	-	-	-	-	-	-	-	-	-	-	-
	Interest	455,592	478,089	884,003	583,627	429,856	316,816	210,245	109,852	86,397	110,397	136,584	165,155	196,249	229,973
	Toll Revenue Sharing	591,233	1,139,670	1,403,346	1,762,247	1,926,267	2,105,182	2,299,199	2,534,150	2,758,278	2,997,293	3,251,650	3,533,112	3,820,930	4,122,607
<b>Total Revenues</b>		<b>1,046,826</b>	<b>12,029,901</b>	<b>2,287,349</b>	<b>2,345,874</b>	<b>2,356,124</b>	<b>2,421,999</b>	<b>2,509,444</b>	<b>2,644,002</b>	<b>2,844,675</b>	<b>3,107,690</b>	<b>3,388,234</b>	<b>3,698,267</b>	<b>4,017,179</b>	<b>4,352,580</b>
<b>Available</b>		<b>127,748,306</b>	<b>131,278,208</b>	<b>133,506,387</b>	<b>118,963,616</b>	<b>63,700,983</b>	<b>47,590,435</b>	<b>34,315,033</b>	<b>21,174,189</b>	<b>11,979,933</b>	<b>15,087,623</b>	<b>18,475,857</b>	<b>22,174,124</b>	<b>26,191,302</b>	<b>30,543,882</b>
<b>Expenses</b>															
	Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Right-of-Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Build	8,500,000	59,170	16,888,645	57,618,756	18,532,547	15,784,846	15,784,846	12,038,931	-	-	-	-	-	-
	Maintain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>		<b>8,500,000</b>	<b>59,170</b>	<b>16,888,645</b>	<b>57,618,756</b>	<b>18,532,547</b>	<b>15,784,846</b>	<b>15,784,846</b>	<b>12,038,931</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Ending Balance</b>		<b>119,248,306</b>	<b>131,219,037</b>	<b>116,617,742</b>	<b>61,344,860</b>	<b>45,168,436</b>	<b>31,805,589</b>	<b>18,530,187</b>	<b>9,135,258</b>	<b>11,979,933</b>	<b>15,087,623</b>	<b>18,475,857</b>	<b>22,174,124</b>	<b>26,191,302</b>	<b>30,543,882</b>
	Letting	6,000,000	29,174,029	6,264,802	49,155,198	-	-	-	-	-	-	-	-	-	-
	CDA & DB Project Awards	-	47,365,000	-	-	-	-	-	-	-	-	-	-	-	-

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  
SH 161 Proceeds  
September 2016 Cash Forecast**

**BASE CASE**

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	144,678,506	112,217,887	80,009,399	52,778,350	35,565,824	30,943,236	28,201,260	25,437,229	23,004,306	23,189,334	23,375,851	23,563,868	23,753,397	23,944,450
<b><u>Revenues</u></b>														
Proceeds	-	457,618	3,145,426	-	-	-	-	-	-	-	-	-	-	-
Interest	474,600	419,458	481,310	319,690	263,895	238,245	216,191	194,075	185,028	186,517	188,017	189,529	191,053	192,590
<b>Total Revenues</b>	<b>474,600</b>	<b>877,076</b>	<b>3,626,736</b>	<b>319,690</b>	<b>263,895</b>	<b>238,245</b>	<b>216,191</b>	<b>194,075</b>	<b>185,028</b>	<b>186,517</b>	<b>188,017</b>	<b>189,529</b>	<b>191,053</b>	<b>192,590</b>
<b>Available</b>	<b>145,153,105</b>	<b>113,094,962</b>	<b>83,636,135</b>	<b>53,098,040</b>	<b>35,829,719</b>	<b>31,181,480</b>	<b>28,417,450</b>	<b>25,631,304</b>	<b>23,189,334</b>	<b>23,375,851</b>	<b>23,563,868</b>	<b>23,753,397</b>	<b>23,944,450</b>	<b>24,137,040</b>
<b><u>Expenses</u></b>														
Engineering	1,426,898	999,555	579,402	-	-	-	-	-	-	-	-	-	-	-
Right-of-Way	9,758,834	185,528	-	-	-	-	-	-	-	-	-	-	-	-
Plan	11,185,732	1,185,083	579,402	-	-	-	-	-	-	-	-	-	-	-
Build	21,749,487	31,900,480	30,278,383	17,532,216	4,886,484	2,980,221	2,980,221	2,626,998	-	-	-	-	-	-
Maintain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>32,935,219</b>	<b>33,085,564</b>	<b>30,857,785</b>	<b>17,532,216</b>	<b>4,886,484</b>	<b>2,980,221</b>	<b>2,980,221</b>	<b>2,626,998</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Ending Balance</b>	<b>112,217,887</b>	<b>80,009,399</b>	<b>52,778,350</b>	<b>35,565,824</b>	<b>30,943,236</b>	<b>28,201,260</b>	<b>25,437,229</b>	<b>23,004,306</b>	<b>23,189,334</b>	<b>23,375,851</b>	<b>23,563,868</b>	<b>23,753,397</b>	<b>23,944,450</b>	<b>24,137,040</b>
Letting	11,125,520	3,641,480	749,479	12,360,522	-	-	-	-	-	-	-	-	-	-

Specific projects that will fully utilize this funding have not been identified. As projects are identified, they will be added to estimated letting and expenditures.

**Texas Department of Transportation  
SH 288 Proceeds  
September 2016 Cash Forecast**

	<u>BASE CASE</u>													
	FY 2014 Actual	FY 2015 Actual	FY 2016 Actual	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast	FY 2022 Forecast	FY 2023 Forecast	FY 2024 Forecast	FY 2025 Forecast	FY 2026 Forecast	FY 2027 Forecast
Beginning Balance	-	-	-	25,526,174	15,684,647	12,983,796	12,227,500	12,325,848	12,424,988	12,524,925	12,625,665	12,727,216	12,829,584	12,932,775
<b><u>Revenues</u></b>														
Proceeds	-	-	25,479,076	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	47,099	158,472	124,149	98,704	98,348	99,139	99,937	100,741	101,551	102,368	103,191	104,021
<b>Total Revenues</b>	<b>-</b>	<b>-</b>	<b>25,526,174</b>	<b>158,472</b>	<b>124,149</b>	<b>98,704</b>	<b>98,348</b>	<b>99,139</b>	<b>99,937</b>	<b>100,741</b>	<b>101,551</b>	<b>102,368</b>	<b>103,191</b>	<b>104,021</b>
Available	-	-	25,526,174	25,684,647	15,808,796	13,082,500	12,325,848	12,424,988	12,524,925	12,625,665	12,727,216	12,829,584	12,932,775	13,036,796
<b><u>Expenses</u></b>														
Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build	-	-	-	10,000,000	2,825,000	855,000	-	-	-	-	-	-	-	-
Maintain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,000,000</b>	<b>2,825,000</b>	<b>855,000</b>	<b>-</b>							
Ending Balance	-	-	25,526,174	15,684,647	12,983,796	12,227,500	12,325,848	12,424,988	12,524,925	12,625,665	12,727,216	12,829,584	12,932,775	13,036,796
CDA & DB Project Awards	-	-	3,680,000	-	-	-	-	-	-	-	-	-	-	-

Specific projects that will fully utilize this funding have not been identified. As projects are identified, they will be added to estimated letting and expenditures.

**Texas Department of Transportation  
Federal Economic Stimulus Funds  
American Recovery and Reinvestment Act (ARRA) (1)  
September 2016 Cash Forecast**

	<u>BASE CASE</u>													
	FY 2014 Actual	FY 2015 Actual	FY 2016 Actual	FY 2017 Forecast	FY 2018 Forecast	FY 2019 Forecast	FY 2020 Forecast	FY 2021 Forecast	FY 2022 Forecast	FY 2023 Forecast	FY 2024 Forecast	FY 2025 Forecast	FY 2026 Forecast	FY 2027 Forecast
Beginning Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Revenues</b>														
Federal ARRA Funds	40,531,406	14,516,674	10,418,995	-	-	-	-	-	-	-	-	-	-	-
Build America Bonds (2)	57,877,476	81,640,407	35,113,988	58,600,551	58,600,551	58,600,551	58,310,927	57,992,197	57,647,068	57,255,982	55,659,797	55,953,731	56,024,478	54,026,739
<b>Total Revenues</b>	<b>98,408,881</b>	<b>96,157,081</b>	<b>45,532,983</b>	<b>58,600,551</b>	<b>58,600,551</b>	<b>58,600,551</b>	<b>58,310,927</b>	<b>57,992,197</b>	<b>57,647,068</b>	<b>57,255,982</b>	<b>55,659,797</b>	<b>55,953,731</b>	<b>56,024,478</b>	<b>54,026,739</b>
Available	98,408,881	96,157,081	45,532,983	58,600,551	58,600,551	58,600,551	58,310,927	57,992,197	57,647,068	57,255,982	55,659,797	55,953,731	56,024,478	54,026,739
<b>Expenses</b>														
Engineering	1,205,870	-	-	-	-	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Plan	1,205,870	-	-	-	-	-	-	-	-	-	-	-	-	-
Build	26,838,486	5,442,672	4,265,362	-	-	-	-	-	-	-	-	-	-	-
Maintain	12,487,051	9,074,002	6,153,633	-	-	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop 14 Debt Service	24,880,308	37,594,224	12,595,572	25,191,143	25,191,143	25,191,143	25,191,143	25,191,143	25,191,143	25,191,143	24,034,931	23,673,231	23,181,937	21,820,908
Prop 12 Debt Service	11,545,896	11,633,697	11,658,783	11,690,141	11,690,141	11,690,141	11,400,517	11,089,140	10,756,791	10,402,383	10,024,648	9,973,403	9,864,894	9,375,924
TMF Debt Service	21,451,271	32,412,485	10,859,633	21,719,267	21,719,267	21,719,267	21,719,267	21,711,914	21,699,133	21,662,456	21,600,218	22,307,097	22,977,647	22,829,907
<b>Total Expenses</b>	<b>98,408,881</b>	<b>96,157,081</b>	<b>45,532,983</b>	<b>58,600,551</b>	<b>58,600,551</b>	<b>58,600,551</b>	<b>58,310,927</b>	<b>57,992,197</b>	<b>57,647,068</b>	<b>57,255,982</b>	<b>55,659,797</b>	<b>55,953,731</b>	<b>56,024,478</b>	<b>54,026,739</b>
Ending Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Letting	-	-	-	-	-	-	-	-	-	-	-	-	-	-

((1) The American Recovery and Reinvestment Act of 2009 (ARRA) provided federal funds for the purpose of economic stimulus. These funds were in addition to the typical Federal Highway Administration (FHWA) obligations and reimbursements. These funds were available for obligation until September 30, 2010 and were available for reimbursement on expenses incurred until September 30, 2015.

(2) Build America Bond subsidies (BABs) are tax credit bonds introduced as part of the February 2009 American Recovery and Reinvestment Act (ARRA) and are administered by the Treasury Department. BABs are in use for portions of the Proposition 14, TMF and Proposition 12 bond programs.

**Texas Department of Transportation  
State Infrastructure Bank  
September 2016 Cash Forecast**

**BASE CASE**

	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	290,623,329	327,203,183	335,995,301	354,471,842	323,132,629	330,609,136	339,627,853	356,172,804	373,492,748	390,894,745	408,567,908	424,476,185	440,725,020	457,121,679
<b>Revenues</b>														
State Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loan Reimbursement	39,927,665	9,292,562	57,591,448	10,795,222	10,879,404	12,362,578	13,768,126	14,406,962	14,350,111	14,480,511	12,578,844	12,790,705	12,807,389	13,507,932
Interest	1,152,190	1,302,056	2,406,093	2,650,066	2,597,103	2,656,139	2,776,824	2,912,982	3,051,885	3,192,652	3,329,434	3,458,130	3,589,269	3,721,763
<b>Total Revenues</b>	<b>41,079,854</b>	<b>10,594,618</b>	<b>59,997,541</b>	<b>13,445,287</b>	<b>13,476,507</b>	<b>15,018,717</b>	<b>16,544,951</b>	<b>17,319,944</b>	<b>17,401,996</b>	<b>17,673,163</b>	<b>15,908,278</b>	<b>16,248,835</b>	<b>16,396,658</b>	<b>17,229,694</b>
Available	331,703,183	337,797,801	395,992,843	367,917,129	336,609,136	345,627,853	356,172,804	373,492,748	390,894,745	408,567,908	424,476,185	440,725,020	457,121,679	474,351,373
<b>Expenses</b>														
Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Right-of-Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (1)	4,500,000	1,802,500	41,521,001	44,784,500	6,000,000	6,000,000	-	-	-	-	-	-	-	-
Maintain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Use	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manage	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>4,500,000</b>	<b>1,802,500</b>	<b>41,521,001</b>	<b>44,784,500</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>-</b>							
Ending Balance	327,203,183	335,995,301	354,471,842	323,132,629	330,609,136	339,627,853	356,172,804	373,492,748	390,894,745	408,567,908	424,476,185	440,725,020	457,121,679	474,351,373
Letting	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(1) Projected SIB loans include approved loans, loans with applications, and expected to be applied for in the near term.

**Texas Department of Transportation  
Proposition 1 - Oil and Gas Severance Taxes  
September 2016 Cash Forecast**

<u>BASE CASE</u>														
	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	-	-	1,735,358,512	2,194,045,229	1,729,844,171	1,378,284,443	1,180,650,096	634,156,927	293,196,502	118,919,277	46,748,021	40,876,993	38,048,446	38,363,217
<b>Revenues</b>														
Transfer In (1)	-	1,740,079,662	1,134,670,797	439,500,966	475,000,000	550,000,000	-	-	-	-	-	-	-	-
Interest	-	4,336,145	16,521,342	17,374,055	14,070,490	11,947,807	7,597,589	3,833,174	1,718,675	659,002	360,849	323,676	314,770	317,374
<b>Total Revenues</b>	<b>-</b>	<b>1,744,415,807</b>	<b>1,151,192,139</b>	<b>456,875,021</b>	<b>489,070,490</b>	<b>561,947,807</b>	<b>7,597,589</b>	<b>3,833,174</b>	<b>1,718,675</b>	<b>659,002</b>	<b>360,849</b>	<b>323,676</b>	<b>314,770</b>	<b>317,374</b>
<b>Available</b>	<b>-</b>	<b>1,744,415,807</b>	<b>2,886,550,652</b>	<b>2,650,920,251</b>	<b>2,218,914,661</b>	<b>1,940,232,250</b>	<b>1,188,247,686</b>	<b>637,990,101</b>	<b>294,915,177</b>	<b>119,578,279</b>	<b>47,108,870</b>	<b>41,200,669</b>	<b>38,363,217</b>	<b>38,680,591</b>
<b>Expenses</b>														
Project Development & Delivery	-	9,057,294	692,505,422	921,076,080	840,630,218	759,582,154	554,090,758	344,793,599	175,995,900	72,830,258	6,231,876	3,152,223	-	-
<b>Total Expenses</b>	<b>-</b>	<b>9,057,294</b>	<b>692,505,422</b>	<b>921,076,080</b>	<b>840,630,218</b>	<b>759,582,154</b>	<b>554,090,758</b>	<b>344,793,599</b>	<b>175,995,900</b>	<b>72,830,258</b>	<b>6,231,876</b>	<b>3,152,223</b>	<b>-</b>	<b>-</b>
<b>Ending Balance</b>	<b>-</b>	<b>1,735,358,512</b>	<b>2,194,045,229</b>	<b>1,729,844,171</b>	<b>1,378,284,443</b>	<b>1,180,650,096</b>	<b>634,156,927</b>	<b>293,196,502</b>	<b>118,919,277</b>	<b>46,748,021</b>	<b>40,876,993</b>	<b>38,048,446</b>	<b>38,363,217</b>	<b>38,680,591</b>
Letting	-	888,388,205	1,590,802,005	835,060,249	380,000,000	440,000,000	-	-	-	-	-	-	-	-

(1) Transfers In for FY2017 is based on actual oil & gas production revenue collected in FY2016. FY2018 & FY2019 are based on the projected oil and gas production revenue from the Comptroller's September 30, 2016 Sufficient balance letter.

**Texas Department of Transportation  
Proposition 7 - Sales and Use Taxes  
September 2016 Cash Forecast**

	<b><u>BASE CASE</u></b>													
	<b>FY 2014 Actual</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Forecast</b>	<b>FY 2018 Forecast</b>	<b>FY 2019 Forecast</b>	<b>FY 2020 Forecast</b>	<b>FY 2021 Forecast</b>	<b>FY 2022 Forecast</b>	<b>FY 2023 Forecast</b>	<b>FY 2024 Forecast</b>	<b>FY 2025 Forecast</b>	<b>FY 2026 Forecast</b>	<b>FY 2027 Forecast</b>
Beginning Balance	-	-	-	-	-	2,378,256,668	3,729,764,329	4,834,083,383	5,170,047,201	5,436,307,698	5,613,376,585	5,796,598,256	5,986,187,698	6,182,367,423
<b><u>Revenues</u></b>														
Transfer In	-	-	-	-	2,500,000,000	2,500,000,000	2,932,104,000	3,008,477,640	3,087,524,357	3,169,337,710	3,254,014,530	3,341,655,038	3,432,362,965	3,526,245,668
Interest	-	-	-	-	3,256,668	18,174,327	27,153,587	32,953,393	35,205,775	36,821,649	38,065,779	39,353,095	40,685,105	42,063,371
<b>Total Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,503,256,668</b>	<b>2,518,174,327</b>	<b>2,959,257,587</b>	<b>3,041,431,033</b>	<b>3,122,730,132</b>	<b>3,206,159,359</b>	<b>3,292,080,309</b>	<b>3,381,008,133</b>	<b>3,473,048,070</b>	<b>3,568,309,039</b>
Available	-	-	-	-	2,503,256,668	4,896,430,996	6,689,021,916	7,875,514,416	8,292,777,333	8,642,467,057	8,905,456,894	9,177,606,389	9,459,235,768	9,750,676,462
<b><u>Expenses</u></b>														
Project Development & Delivery	-	-	-	-	125,000,000	1,166,666,667	1,854,938,533	2,705,467,215	2,856,469,634	3,029,090,471	3,108,858,638	3,191,418,691	3,276,868,345	3,365,308,737
<b>Total Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>125,000,000</b>	<b>1,166,666,667</b>	<b>1,854,938,533</b>	<b>2,705,467,215</b>	<b>2,856,469,634</b>	<b>3,029,090,471</b>	<b>3,108,858,638</b>	<b>3,191,418,691</b>	<b>3,276,868,345</b>	<b>3,365,308,737</b>
Ending Balance	-	-	-	-	2,378,256,668	3,729,764,329	4,834,083,383	5,170,047,201	5,436,307,698	5,613,376,585	5,796,598,256	5,986,187,698	6,182,367,423	6,385,367,725
Letting	-	-	-	-	2,000,000,000	2,000,000,000	2,345,683,200	2,406,782,112	2,470,019,486	2,535,470,168	2,603,211,624	2,673,324,030	2,745,890,372	2,820,996,534

Proposition 7 was a constitutional amendment passed by the Texas Legislature as Senate Joint Resolution (SJR) 5 in May 2015 and approved by the public in November 2015. The amendment dedicates portions of revenue from the state's general sales and use tax and the motor vehicle sales and rental tax to the State Highway Fund for use on highway projects. The additional FAST funds in State Highway Fund letting for FY2018 - FY2020 would require match from Prop 7 in the amounts of \$147M, \$153M, and \$159M, respectively.

**Texas Department of Transportation  
Total Awards - UTP Planning Scenario  
as of September 2016 Cash Forecast**

<b>BASELINE</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
	<b>Forecast</b>										
State Highway Fund	3,367,676,090	3,110,481,293	2,983,569,607	3,423,309,731	2,839,082,428	2,790,950,956	3,011,139,033	3,066,936,287	3,121,326,149	3,174,041,252	3,187,836,804
Texas Mobility Fund	-	-	-	-	-	-	-	-	-	-	-
Texas Mobility Fund Taxes & Fees	20,000,000	-	-	-	-	-	-	-	-	-	-
Proposition 14	21,320,000	-	-	-	-	-	-	-	-	-	-
Proposition 12	-	-	-	-	-	-	-	-	-	-	-
SH 121	108,532,411	20,168,299	-	-	-	-	32,000,000	9,400,000	-	-	-
SH 130 - Seg 5 & 6	49,155,198	-	-	-	-	-	-	-	-	-	-
SH 161	12,360,522	-	-	-	-	-	-	-	-	-	-
ARRA Funds	-	-	-	-	-	-	-	-	-	-	-
Proposition 1	439,500,000	380,000,000	440,000,000	-	-	-	-	-	-	-	-
Proposition 7	-	2,000,000,000	2,000,000,000	2,345,683,200	2,406,782,112	2,470,019,486	2,535,470,168	2,603,211,624	2,673,324,030	2,745,890,372	2,820,996,534
<b>Total Letting</b>	<b>4,018,544,221</b>	<b>5,510,649,592</b>	<b>5,423,569,607</b>	<b>5,768,992,931</b>	<b>5,245,864,540</b>	<b>5,260,970,442</b>	<b>5,578,609,201</b>	<b>5,679,547,911</b>	<b>5,794,650,179</b>	<b>5,919,931,624</b>	<b>6,008,833,338</b>

Planning Scenario

<b>BASELINE + Additional Funding (scenario)</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
	<b>Forecast</b>										
State Highway Fund (1)	3,367,676,090	3,110,481,293	2,983,569,607	3,423,309,731	3,476,574,178	3,428,442,706	3,648,630,783	3,704,428,037	3,758,817,899	3,811,533,002	3,825,328,554
Texas Mobility Fund	-	-	-	-	-	-	-	-	-	-	-
Texas Mobility Fund Taxes & Fees	20,000,000	-	-	-	-	-	-	-	-	-	-
Proposition 14	21,320,000	-	-	-	-	-	-	-	-	-	-
Proposition 12	-	-	-	-	-	-	-	-	-	-	-
SH 121	108,532,411	20,168,299	-	-	-	-	32,000,000	9,400,000	-	-	-
SH 130 - Seg 5 & 6	49,155,198	-	-	-	-	-	-	-	-	-	-
SH 161	12,360,522	-	-	-	-	-	-	-	-	-	-
ARRA Funds	-	-	-	-	-	-	-	-	-	-	-
Proposition 1 (2)	439,500,000	380,000,000	440,000,000	674,880,000	674,880,000	674,880,000	674,880,000	674,880,000	674,880,000	674,880,000	674,880,000
Proposition 7	-	2,000,000,000	2,000,000,000	2,345,683,200	2,406,782,112	2,470,019,486	2,535,470,168	2,603,211,624	2,673,324,030	2,745,890,372	2,820,996,534
<b>Total Letting</b>	<b>4,018,544,221</b>	<b>5,510,649,592</b>	<b>5,423,569,607</b>	<b>6,443,872,931</b>	<b>6,558,236,290</b>	<b>6,573,342,192</b>	<b>6,890,980,951</b>	<b>6,991,919,661</b>	<b>7,107,021,929</b>	<b>7,232,303,374</b>	<b>7,321,205,088</b>

*Additional Funding (only)* 674,880,000    1,312,371,750    1,312,371,750    1,312,371,750    1,312,371,750    1,312,371,750    1,312,371,750    1,312,371,750

- Represents the periods in which planning assumptions have been incorporated (as compared to the September 2016 forecast)
- (1) 77.5% of assumed FAST Act obligation authority is shown as letting (22.5% Project Development) in the State Highway Fund during FY2021 - FY2027.
  - (2) 80% of assumed Transfers revenue (based on oil & gas production taxes collected) is shown as letting in Proposition 1 during FY2020 - FY2027. Proposition 1 expires in FY2025 without further legislative action, but is continued for scenario purposes.

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. Those expenditure projections are not included on this page.  
Note all FY16 carryover letting balances have been excluded from FY17 (SHF, TMF & Proposition 1) and FY18 (SHF only).