INTRODUCTION

The Texas Department of Transportation (TxDOT) is committed to ensuring the safe and efficient movement of people and goods throughout the rapidly growing state by fulfilling TxDOT’s mission: Connecting you with Texas. Texas leads the nation in economic growth and remains one of the world’s strongest and most diverse economies. Along with a growing population comes a growing demand for goods and an increased need for a seamless, multimodal transportation network.

Legislators and state leadership understand that to be open for business means a smooth-functioning transportation system. The 88th Texas Legislature (Regular Session, 2023), with its record-high level of funding for general-purpose spending in the 2024-25 biennium, supported TxDOT’s mission and reaffirmed its commitment to state transportation infrastructure by investing $32.7 billion in funding for the development, delivery, and maintenance of state highway projects; half a billion dollars of general revenue into Texas ports, airports, and public transportation; allowing TxDOT to increase its workforce; extending the expiration dates of Proposition 1 and 7 funding; and creating a road user fee for electric vehicles.

TxDOT has already begun to put these dollars to work by accelerating the development and delivery of planned projects. As of December 2023, TxDOT has over $38 billion in active construction contracts for roads and bridges. Additionally, for future roadway projects outlined in the 2024 Unified Transportation Program (UTP), TxDOT programmed a $15.5 billion increase in funding over the 2023 UTP for a record total of $100.6 billion in construction and major maintenance projects over the next 10 years.

This funding brochure first summarizes the legislature’s impact upon TxDOT’s historic appropriations and revenue in the 88th Texas Legislature (Regular Session, 2023) and later reviews TxDOT’s major funds and financing tools.

TxDOT’S BIENNIAL BUDGET

TxDOT’s biennial 2024-25 budget includes appropriations totaling over $37.2 billion. The budget dedicates approximately $32.7 billion or 88 percent of the total TxDOT budget to fund the development, delivery, and maintenance of state highway projects. These amounts are for new projects and progress payments on current project invoices as they become due.

The 88th Texas Legislature (Regular Session, 2023) also expanded TxDOT’s budget flexibility among project development and delivery strategies from 5 percent to 10 percent, to continue to increase efficiencies in the delivery of highway construction projects. The additional flexibility will help TxDOT more easily support the record $100.6 billion 2024 UTP and new federal programs and initiatives.

TxDOT received many other benefits in its biennial budget including additional full-time equivalents (FTEs); capital funding to bolster cybersecurity; construction and maintenance-related machinery and equipment; fleet; building construction and rehabilitation; technological upgrades; and general revenue for aviation, public transportation, and maritime activities.

TxDOT’s capital budget reflects the inflationary increases needed to maintain and replace these assets. It also includes important initiatives related to facilities and technology that will continue to maximize the investments authorized by the legislature last biennium. TxDOT will use its biennial 2024-25 budget to continue its Facilities Master Plan schedule and the replacement of legacy technology systems.

In 2023, TxDOT completed six statewide security upgrades, went to contract on 40 additional security projects at its buildings around the state, completed eight capital repair projects, and scheduled 15 more capital repair projects for building renovations, and eight capital improvement projects. TxDOT also designed and contracted for eight more buildings throughout the state.
These critical investments will enhance operational capabilities and ensure the resiliency of critical assets across the agency. Fiscal Year 2024 began year seven of TxDOT’s 10-year Facilities Master Plan that has guided the prioritization of statewide facilities initiatives. To continue to fulfill the legislative plan to service some of TxDOT’s older buildings, TxDOT was appropriated $37.4 million in funding for repairs and rehabilitation of buildings and facilities for the 2024-25 biennium and the appropriation authority to continue to fulfill the legislature’s facilities maintenance objectives. TxDOT also received $221.7 million to construct buildings and facilities for sites where age and repair needs require an economic decision to replace rather than repair.

TxDOT has been diligently updating legacy IT systems and infrastructure to provide operational stability and efficiency. This has included automating the delivery of TxDOT’s transportation programs to support portfolio and program management.

**TxDOT’S BIENNIAL 2024–25 BUDGET**

Figure 1 illustrates TxDOT’s 2024-25 General Appropriations Act bill pattern for the 88th Texas Legislature (Regular Session, 2023). TxDOT’s budget includes a variety of funding sources on the left and the diagram shows the types of revenue sources that fund TxDOT’s projects and operations found on the right.

### FIGURE 1

#### FUNDING SOURCES

**TRADITIONAL**
- SHF - State Revenue: $8,266,786,854 (22%)
- SHF - Debt Service: $788,704,000 (2%)
- Federal Funds: $12,839,176,159 (35%)

**NON-TRADITIONAL**
- Proposition 7 - Revenue: $5,902,848,000 (16%)
- Proposition 7 - Debt Service: $529,918,000 (1%)
- Proposition 1: $6,868,113,000 (18%)

**REGIONAL SUB-ACCOUNTS**
- Regional Funds: $465,000,000 (1%)

**TEXAS MOBILITY FUND**
- TMF - Debt Service: $768,539,000 (2%)
- TMF - Taxes and Fees: $275,950,964 (1%)

**OTHER**
- General Revenue: $513,828,021 (<1%)
- Interagency Contracts: $9,000,000 (<1%)

#### FUNDING USES

- **Administration & Support**: $878,558,385 (2%)
- **Maintain & Replace**: $13,903,209,230 (37%)
- **Project Delivery**: $12,094,422,851 (33%)
- **Project Development**: $6,736,303,893 (18%)
- **Pay Back Borrowed Funds**: $2,204,809,000 (6%)
- **Other Modes & Services**: $806,937,206 (2%)
- **Regional Project Sub-Accounts**: $465,000,000 (1%)
- **Salary Adjustments**: $138,596,433 (1%)

Total: $37,227,863,998

- Percentages may not sum due to rounding
- Diagram does not include Article IX Riders
management, project management, letting management, and right-of-way operations. It also includes major improvements to TxDOT’s cybersecurity program to address the ever-changing security landscape and cyber threats. TxDOT’s $367 million technology budget for the biennium will allow TxDOT to further replace antiquated systems to facilitate the planning, financing, and tracking of thousands of new state highway projects each year. TxDOT needs more modern systems to update decades-old planning and letting technology and facilitate information on project tracking from start to finish.

The complexity of these systems contributes to the difficulty in achieving full transparency in financial and transportation planning processes. The goal is to have a seamless integration of all transportation planning systems to achieve end-to-end transparency for budgeting and decision-making.

In addition, capital funds will be used to improve TxDOT’s network to accommodate new systems and data demands. This will allow TxDOT to implement additional safeguards to protect end-user devices, which includes implementing connected infrastructure to better collect and report on traffic patterns to improve congestion and safety on Texas roads.

**FULL-TIME EQUIVALENTS**

TxDOT’s budget includes 349 additional full-time equivalents (FTEs) for a total of 13,157 FTEs to manage increased state and federal funding and new program requirements, mitigate risks, and manage its increasing workload in the most cost-effective manner.

Figure 2 depicts the long-term fluctuations of project delivery and TxDOT’s workforce capacity. TxDOT has aggressively increased its letting schedule over the last several biennia, almost tripling the Unified Transportation Program from approximately $34.5 billion in 2015 to $100.6 billion in 2024. TxDOT requested additional FTEs to further this pace and manage increased federal funding from the Infrastructure Investment and Jobs Act (IIJA). The IIJA provides a five-year reauthorization of federal highway, highway safety, transit, and rail programs for federal Fiscal Years 2022-26. TxDOT also requested additional FTE capacity for positions focused on project oversight, traffic safety, assistance in emergency operations, and cybersecurity. No additional funding was needed for the additional FTEs, which will be paid with existing state highway funds.

**FIGURE 2**

Total FTEs to Total Number of Projects

<table>
<thead>
<tr>
<th>Project Letting Totals</th>
<th>FTE Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Projects</td>
<td>FTEs</td>
</tr>
<tr>
<td>1975</td>
<td>20,000</td>
</tr>
<tr>
<td>1980</td>
<td>18,000</td>
</tr>
<tr>
<td>1985</td>
<td>16,000</td>
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<td>1990</td>
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<td>8,000</td>
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<tr>
<td>2010</td>
<td>6,000</td>
</tr>
<tr>
<td>2015</td>
<td>4,000</td>
</tr>
<tr>
<td>2020</td>
<td>2,000</td>
</tr>
<tr>
<td>2023</td>
<td>0</td>
</tr>
</tbody>
</table>

TxDOT’s $367 million technology budget for the biennium will allow TxDOT to further replace antiquated systems to facilitate the planning, financing, and tracking of thousands of new state highway projects each year. TxDOT needs more modern systems to update decades-old planning and letting technology and facilitate information on project tracking from start to finish.

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In addition, capital funds will be used to improve TxDOT’s network to accommodate new systems and data demands. This will allow TxDOT to implement additional safeguards to protect end-user devices, which includes implementing connected infrastructure to better collect and report on traffic patterns to improve congestion and safety on Texas roads.
GENERAL REVENUE FOR MULTIMODAL INVESTMENT

The legislature granted TxDOT’s request for general revenue funding to keep pace with the needs of Texas’ growing population and economy. Most of TxDOT’s funding sources support roadway projects. The projects below could not all be fully supported by TxDOT’s limited, non-dedicated state highway fund revenues. The legislature provided general revenue funds to assist in providing additional funding to high priority, non-roadway projects that align with TxDOT’s mission of Connecting You with Texas.

Aviation

Flight Services

TxDOT received $12 million in general revenue requested to construct a new hangar and ramp rehabilitation at the TxDOT Flight Services facility at Austin-Bergstrom International Airport to accommodate an increase in maintenance and storage requirements for the state’s aircraft fleet. Fleet maintenance needs have outgrown the capacity of the Flight Services facility as currently configured, frequently delaying unplanned maintenance and requiring greater use of costly outsourced maintenance. The Texas Department of Public Safety and the Texas Parks and Wildlife Department are anticipating the acquisition of additional aircraft, further increasing maintenance, storage, and support requirements at the Flight Services facility.

Facilities Development Program

TxDOT received $94 million in general revenue for aviation facility grants to be distributed throughout the state. General revenue was allocated to increase funding for the Aviation Facilities Development Program (AFDP) and the Routine Airport Maintenance Program (RAMP), which support 278 general aviation airports in Texas. Airport development needs at these airports exceed annual budget allocations by an estimated 68 percent. Funding for both programs has been level for the past 19 years, resulting in a 51 percent decrease in purchasing power due to increases in construction costs.

Public Transportation

2020 Census Impacts: Sustain State Transit Program Per Capita Funding Levels

TxDOT received $3.77 million in general revenue for the biennium which will contribute to sustaining per capita funding levels in the state’s rural and urban transit program. Outcomes from the 2020 Census directly impacted state funding allocations to rural and urban transit districts beginning in Fiscal Year 2024. After accounting for projected shifts from rural to small urban and small urban to large urban categories, the increase will partially contribute to maintaining per capita funding at 2010 levels.

Maritime

Port Capital Investment

Texas leads the nation in exports and is a leader in waterborne trade. To maintain this position and remain competitive in the future, both domestically and globally, Texas seaports need additional funding for port development and infrastructure improvements. The 88th Legislature appropriated historic, first-time funding of $200 million to TxDOT in general revenue for Fiscal Year 2024 and Unexpended Balance Authority in Fiscal Year 2025 for capital projects inside port gates from the Texas Port Capital Investment Report. The Port Authority Advisory Committee’s recommended project list was approved by the Texas Transportation Commission in September 2023, and recipient ports have committed to letting their projects for construction by the end of Fiscal Year 2024. Allocated funds will allow Texas ports to make critical capital investments that support port activity, such as multimodal connectivity enhancements, port expansions, and the replacement of outdated and failing port facilities to keep Texas ports competitive and continue providing economic value to our state.

Ship Channel Improvement Revolving Fund

TxDOT received $400 million in Fiscal Year 2024 to capitalize the Ship Channel Improvement Revolving Fund. This historic, first-time funding provides low-interest loans to local sponsors of federally authorized ship channel widening and deepening projects that will allow ports to move more cargo and become more competitive. The costs of these projects are shared between the local sponsor and the U.S. Army Corps of Engineers.
**TRANSPORTATION FUNDING SOURCES**

TxDOT has a number of funding sources, each with different constitutional and statutory requirements. The following pages of this brochure provide descriptions, benefits, and challenges of these sources.

**THE STATE HIGHWAY FUND**

The State Highway Fund, or “Fund 6,” is TxDOT’s primary funding source and receives revenues from taxes and fees. Most of these revenues (motor fuel and lubricant taxes, motor vehicle registration fees, and federal reimbursements) are dedicated by Section 7-a, Article VIII, Texas Constitution, to fund state right-of-way acquisition, highway construction, and maintenance of public roadways. Funds constitutionally-dedicated for the purpose of supporting public roadways may not be spent on other modes of transportation such as rail projects, public transportation, aviation services, or Gulf Intracoastal Waterway improvements.

The State Highway Fund also contains subaccounts for Propositions 1 and 7 funds, State Infrastructure Bank (SIB) funds, and regional subaccounts with toll and concession revenue from previously approved Comprehensive Development Agreements (CDAs). State law requires toll and concession revenues only to be used on projects within the region of the project generating the funds.

The State Highway Fund main account receives the following revenues:

- State Motor Vehicle Fuels Tax (20 cents per gallon total, with 15 cents to the State Highway Fund and 5 cents to the Available School Fund)*
- Federal highway* and other agency reimbursements (includes federal fuel tax)
- Vehicle Registration Fees*
- Other, smaller revenues such as lubricant sales taxes,* permit fees for special vehicles, fees, and interest* on certain funds
- Local project participation funds

State Highway Fund subaccounts hold the following:

- Proposition 1 funds*
- Proposition 7 funds*
- SIB loan repayments and interest
- Regional toll revenue and revenue from CDAs

* Indicates revenues that are dedicated by the Texas Constitution to fund public roadway projects.

**NEW ELECTRIC VEHICLE ROAD USER FEES**

State and federal motor fuel taxes are considered fees in exchange for using the roadway and are sometimes referred to as “road user fees.” Even though the gas tax rates have not been raised since the early 1990s, the gas tax still plays a prominent role in TxDOT’s budget. Funds from the state gas tax are also deposited into the State Highway Fund monthly and in a predictable fashion, which allows TxDOT to make immediate payments and reliable funding forecasts. Electric vehicle users, however, do not contribute to gasoline tax revenues. As electric vehicle registrations continue to rise, the decline in gas tax revenues could jeopardize one of the state’s most stable transportation revenue sources.

The 88th Texas Legislature (Regular Session, 2023) passed Senate Bill 505 to address current and anticipated transportation funding gaps by creating a state electric vehicle registration fee. The bill requires an owner of an alternative fuel vehicle to pay an additional annual registration fee of $200. The Texas Comptroller of Public Accounts (comptroller) estimates the implementation of the additional fees established by SB 505 will result in a revenue gain of approximately $985 million for the State Highway Fund in the next five years. These revenues will offset funding gaps created by the increased number of alternative fuel vehicles.
PROPOSITION 1

In November 2014, 80 percent of Texas voters approved a ballot measure known as Proposition 1, which authorized a constitutional amendment for transportation funding. The amendment directs a portion of existing oil and natural gas production taxes (also known as severance taxes) to be divided evenly between the Economic Stabilization Fund and the State Highway Fund. Under Section 49-g(c), Article III, Texas Constitution, the funds deposited to the State Highway Fund may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.

Figure 3 illustrates the method of calculating Proposition 1 transfers to the State Highway Fund. It begins with a preset collection threshold consisting of the net amount of Fiscal Year 1987 oil and natural gas production tax levels. Oil production tax revenues in Fiscal Year 1987 were $531.9 million and natural gas production tax revenues in the same year were $599.8 million, resulting in a net amount of $1.13 billion. One-quarter of total severance tax collections above the 1987 threshold are deposited in the state’s General Revenue Fund. Since the passage of Proposition 1, the remaining 75 percent of severance taxes have been evenly divided between the Economic Stabilization Fund and the State Highway Fund.

FIGURE 3
Proposition 1: Texas Oil & Gas Production Taxes Above Threshold

1. Actual amounts deposited in the State Highway Fund may vary based on the sufficient balance of the Economic Stabilization Fund determined by the Texas Comptroller of Public Accounts. The sufficient balance threshold of the Economic Stabilization Fund is to be set at an amount equal to seven percent of the certified general revenue-related appropriations made for the fiscal biennium.
2. The Economic Stabilization Fund is also known as the Rainy Day Fund.
3. Preset collection threshold is set at 1987 oil and natural gas production tax levels: $531.9 million in oil production tax revenues and $599.8 million in natural gas production tax revenues.

Currently, state law requires the comptroller to determine the sufficient balance threshold of the Economic Stabilization Fund by calculating seven percent of certified, general revenue-related appropriations made for the fiscal biennium. If the amount in the Economic Stabilization Fund is less than seven percent of the general revenue-related appropriations made in the fiscal biennium, the comptroller must reduce the allocation to the State Highway Fund and increase the allocation to the Economic Stabilization Fund until the balance in the Economic Stabilization Fund reaches the required threshold.

Since Fiscal Year 2015, the State Highway Fund has received a total of $16.4 billion in Proposition 1 deposits. In the 2024-25 budget, TxDOT’s Proposition 1 appropriations for Fiscal Year 2024 total $3.3 billion and Fiscal Year 2025 appropriations total $3.5 billion. The volatile nature of oil and gas production tax revenues makes future Proposition 1 fund deposits to the State Highway Fund difficult to reasonably estimate, but TxDOT continues to plan for projects to efficiently deliver the most projects possible.

In the 88th Legislative Regular Session (2023), lawmakers passed House Bill 2230 to extend the sunset dates of Proposition components by 8 additional years. Now, Proposition 1 fund transfers are set to expire after the Fiscal Year 2043 transfer (December 31, 2042).
PROPOSITION 7

Proposition 7, a constitutional amendment passed by 83 percent of voters in 2015, authorized increased funding for the state highway system. Under the amendment, a portion of sales and use taxes as well as a smaller portion of motor vehicle sales and rental taxes may only be used pursuant to Section 7-c, Article VIII of the Texas Constitution, to (1) construct, maintain, or acquire rights-of-way for public roadways other than toll roads and; (2) the legislature may appropriate Proposition 7 funds to pay for the debt service on Proposition 12 Highway Improvement General Obligation Bonds.

As illustrated in Figure 4, Proposition 7 has two components. The first component requires the comptroller to deposit into the State Highway Fund up to $2.5 billion of the net revenue from state sales and use tax that exceeds the first $28 billion of revenue coming into the state treasury every fiscal year. The second component of Proposition 7 dictates that when state motor vehicle sales and rental tax revenues exceed $5 billion in each fiscal year, the comptroller must transfer 35 percent of the revenue above the first $5 billion collected to the State Highway Fund.

Proposition 7 has features to allow for both the extension and the retention of fund transfers to the State Highway Fund. For instance, the state constitution allows the legislature, by a record vote of a majority of the members of each chamber, to extend either of the expiration dates of the two Proposition 7 provisions relating to the transfer of the following: (1) state sales and use taxes; and (2) motor vehicle sales and rental taxes for 10-year increments. Additionally, the constitution allows the legislature, by a record vote of two-thirds of the members of each chamber, to reduce the revenue deposited in the State Highway Fund under either provision (with the reduction made in the state fiscal year in which the legislature’s resolution is adopted or in either of the following two state fiscal years), provided that the reduction is not more than 50 percent of the amount that would otherwise be deposited in the State Highway Fund in the affected state fiscal year. The ability of the legislature to reduce Proposition 7 fund transfers creates some uncertainty in planning long-term construction projects.

Since 2016, the State Highway Fund has received deposits totaling $16.3 billion in Proposition 7 funds. In Fiscal Year 2023, the comptroller deposited $2.5 billion in the State Highway Fund of state sales and use tax revenues. TxDOT’s budget includes $2.5 billion in Fiscal Year 2024 and $2.5 billion in Fiscal Year 2025 in state sales and use tax.

In the summer of 2023, the comptroller deposited $624 million in state motor vehicle sales and rental tax revenue into the State Highway Fund. TxDOT’s budget bill pattern for state motor vehicle sales and rental tax revenue deposited into the State Highway Fund appropriates an estimated $692 million in Fiscal Year 2024 and $741 million in Fiscal Year 2025.

In the 88th Legislative Regular Session (2023), lawmakers passed a senate continuing resolution, SCR 2, to extend the sunset dates of both Proposition components by 10 additional years. The first component of Proposition 7 (sales and use tax) now expires on August 31, 2042, and the second component (motor vehicle sales and rental tax) now expires on August 31, 2039.

**FIGURE 4**

Proposition 7: Sales & Use Tax; Motor Vehicle Sales & Rental Tax
FEDERAL FUNDS
Federal funds, roughly one-third of TxDOT’s two-year budget, are deposited in the State Highway Fund. The state’s General Appropriations Act includes federal funds in TxDOT’s budget as estimated reimbursements for payments on projects that meet certain federal requirements. In other words, the state budget appropriates federal funds after portions of the projects have been built, paid for, and reimbursed back to TxDOT.

At the federal level, revenue collected from the federal tax on gasoline and diesel is deposited in the Highway Trust Fund. Highway Trust Fund dollars are then distributed to states in amounts primarily determined by highway and transit formulas, in addition to discretionary allocations. For decades, federal aid for highways was supported solely by tax and fee revenue deposited in the Highway Trust Fund. Since 1993, the federal motor fuels tax rate has remained at 18.4 cents per gallon of gasoline (Figure 5) and 24.4 cents per gallon of diesel fuel. These collections have not kept up with the rising demands on the nation’s transportation system. Therefore, since 2008, Congress has supplemented the Highway Trust Fund with federal general revenue to add to federal gas tax collections.

The Infrastructure Investment and Jobs Act (IIJA) was passed on November 15, 2021. The IIJA provides a five-year reauthorization of federal highway, highway safety, transit, and rail programs for federal Fiscal Years 2022 through 2026. Please visit the TxDOT Federal Affairs webpage for more information on the IIJA.

FIGURE 5

![Gas Tax Diagram](image)

The state gas tax has remained at 20 cents per gallon total, with 15 cents to State Highway Fund and five cents to the Available School Fund. The state gas tax has been unchanged since 1991. The federal motor fuels tax rate has remained at 18.4 cents per gallon of gasoline since 1993.

TRANSPORTATION FUNDING IN TEXAS: FISCAL YEARS 2024-25
STATUTORILY AUTHORIZED USES OF FUNDING STREAMS

TxDOT created the following chart to assist with identifying the limitations and available uses of its multiple funding sources.

FIGURE 6

<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>PROJECT TYPE</th>
<th>Highways (Non − Toll)</th>
<th>Highways (Toll)</th>
<th>Rail (Passenger)</th>
<th>Rail (Freight)</th>
<th>Transit (Public)</th>
<th>Aviation (Public)</th>
<th>Ports (Outside Gates)</th>
<th>Ports (Inside Gates)</th>
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</thead>
<tbody>
<tr>
<td>Proposition 1 Funds</td>
<td></td>
<td>✓</td>
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<td>Proposition 7 Funds</td>
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<tr>
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<td>✓</td>
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<td>Texas Mobility Fund²</td>
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<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>State Highway Fund (Non-Dedicated)³</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
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<td>General Revenue⁴</td>
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<td>✓</td>
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<td>✓</td>
</tr>
</tbody>
</table>

*Non-constitutionally dedicated State Highway Fund revenues are fully committed and unavailable for new purposes without impacting the current uses noted above.*

1. State Highway Fund (Dedicated) includes traditional sources of funding dedicated by the Texas Constitution and consists of state motor fuel and lubricant taxes, motor vehicle registration fees, and interest earned on dedicated deposits. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of these federal funds may at times be used for other modes of transportation.

2. The Texas Constitution allows for the use of Texas Mobility Fund revenues and bond proceeds to develop and construct state highways and other public transportation projects.

3. State Highway Fund (Non-Dedicated) includes very limited revenue sources that are designated by statute but not the Texas Constitution. These limited revenue sources are further constrained by an annual, statutorily required transfer of approximately $150 million, which backfills the Texas Mobility Fund’s loss of Certificate of Title Fees. Many multimodal transportation services have received level funding for decades because of the limited availability of non-constitutionally dedicated funds.

4. State general revenue may be used on all forms of multimodal transportation in order to pay for exceptional items or legislative directives where other revenues are unavailable due to restrictions or if they have already been fully obligated.

CONCLUSION

As Texas continues to grow at a rapid pace, investment in transportation infrastructure needed to support a vibrant economy remains front and center. TxDOT is committed to its mission of *Connecting you with Texas* to include connecting Texans to jobs, education, medical care, shopping, recreation, economic opportunities, and more via the state’s transportation system. Texas also is a vital link for freight and international trade. The Texas Transportation Commission and TxDOT will continue working with state policymakers and our transportation partners to identify the solutions that offer the flexibility needed, best protect the state’s quality of life, enhance the state’s economic competitiveness, and accommodate the steady flow of new Texans to the state.
MISSION
Connecting you with Texas.

VISION
A forward thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.

VALUES
People
People are the Department’s most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

Accountability
We accept responsibility for our actions and promote open communication and transparency at all times.

Trust
We strive to earn and maintain confidence through reliable and ethical decision-making.

Honesty
We conduct ourselves with the highest degree of integrity, respect, and truthfulness.

GOALS AND OBJECTIVES
Deliver the Right Projects
Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.
- Use scenario-based forecasting, budgeting, and resource management practices to plan and program projects.
- Align plans and programs with strategic goals.
- Adhere to planned budgets and schedules.
- Provide post-delivery project and program analysis.

Focus on the Customer
People are at the center of everything we do.
- Be transparent, open, and forthright in agency communications.
- Strengthen our key partnerships and relationships with a customer service focus.
- Incorporate customer feedback and comments into agency practices, project development, and policies.
- Emphasize customer service in all TxDOT operations.

Foster Stewardship
Ensure efficient use of state resources.
- Use fiscal resources responsibly.
- Protect our natural resources.
- Operate efficiently and manage risk.

Optimize System Performance
Develop and operate an integrated transportation system that provides reliable and accessible mobility, and enables economic growth.
- Mitigate congestion.
- Enhance connectivity and mobility.
- Improve the reliability of our transportation system.
- Facilitate the movement of freight and international trade.
- Foster economic competitiveness through infrastructure investments.

Preserve our Assets
Deliver preventive maintenance for TxDOT’s system and capital assets to protect our investments.
- Maintain and preserve system infrastructure to achieve a state of good repair and avoid asset deterioration.
- Procure, secure, and maintain equipment, technology, and buildings to achieve a state of good repair and prolong life cycle and utilization.

Promote Safety
Champion a culture of safety.
- Reduce crashes and fatalities by continuously improving guidelines and innovations along with increased targeted awareness and education.
- Reduce employee incidents.

Value our Employees
Respect and care for the well-being and development of our employees.
- Emphasize internal communications.
- Support and facilitate the development of a successful and skilled workforce through recruitment, training and mentoring programs, succession planning, trust, and empowerment.
- Encourage a healthy work environment through wellness programs and work-life balance.
November 7, 2000 was the last deathless day on Texas roadways.

HELP #EndTheStreakTX
End the streak of daily deaths on Texas roadways.