

FY 2023-2026 STIP

Fiscal Constraint Documentation

Estimated Revenues	FY 2023	FY 2024	FY 2025	FY 2026
Apportionment - IJIA levels	\$5,271,224,439	\$5,376,655,920	\$5,484,196,031	\$5,593,886,930
Public Transportation and Traffic Safety	\$120,014,540	\$119,581,000	\$119,581,000	\$119,581,000
Research	\$20,996,145	\$21,000,000	\$21,000,000	\$21,000,000
Aviation	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000

	Federal	FY 2023	FY 2024	FY 2025	FY 2026
Federal		\$5,462,235,124	\$5,567,236,920	\$5,674,777,031	\$5,784,467,930
Beginning Balance (first year only)		\$ -	\$ -	\$ -	\$ -
Available funds from prior year		\$ -	\$ 1,024,230,337	\$ 3,573,459,276	\$ 3,969,844,001
Amount of Short-Term Borrowing Used		\$ -	\$ -	\$ -	\$ -
Motor Fuel Tax		\$ 2,694,299,000	\$ 2,746,326,000	\$ 2,797,473,000	\$ 2,854,619,000
Registration Fees		\$ 1,656,048,000	\$ 1,697,449,000	\$ 1,739,885,000	\$ 1,783,208,000
Lubricant Sales Tax		\$ 38,000,000	\$ 38,380,000	\$ 38,764,000	\$ 39,152,000
Fund 927 Reimbursements		\$ 214,336,441	\$ 214,336,441	\$ 69,056,073	\$ 40,000,000
Certificate of Title (State CMAQ)		\$ 91,809,000	\$ 93,225,996	\$ 94,667,004	\$ 96,129,000
Misc Revenue		\$ 134,330,000	\$ 135,670,000	\$ 137,030,000	\$ 138,400,000
Deposit Interest		\$ -	\$ -	\$ -	\$ -
Other Agency Revenue		\$ 117,592,000	\$ 119,944,000	\$ 122,343,000	\$ 124,790,000
Local Match		\$ 203,175,895	\$ 32,577,552	\$ 102,356,403	\$ 12,848,944
TMF Taxes & Fees		\$ 537,482,088	\$ 544,201,828	\$ 551,077,027	\$ 558,028,163
TMF Bond Proceeds		\$ 1,000,000,000	\$ -	\$ 1,000,000,000	\$ -
Prop 1		\$ 2,434,107,335	\$ 2,086,260,142	\$ 1,318,802,815	\$ 1,316,783,249
Prop 7		\$ 2,842,382,323	\$ 2,922,677,184	\$ 3,008,564,760	\$ 3,098,523,906
State Funds Available for Re-obligation Due to AC Conversions		\$ 450,000,000	\$ 200,000,000	\$ 150,000,000	\$ 100,000,000
**CAT 3 Non-Traditional Funding		\$ 4,232,410,046	\$ 2,434,704,871	\$ 504,269,730	\$ 1,468,520,284
State		\$ 16,645,972,128	\$ 14,289,983,350	\$ 15,207,748,088	\$ 15,600,846,548

Total Available Funding	FY 2023	FY 2024	FY 2025	FY 2026
	\$ 22,108,207,252	\$ 19,857,220,270	\$ 20,882,525,119	\$ 21,385,314,478

Estimated Expenditures	FY 2023	FY 2024	FY 2025	FY 2026
Summary from TIPS of state funding in Cat 1-12	\$ 7,064,932,659	\$ 4,191,634,328	\$ 6,734,241,951	\$ 5,566,710,243
**CAT 3 Non-Traditional Funding	\$ 4,232,410,046	\$ 2,434,704,871	\$ 504,269,730	\$ 1,468,520,284
LET projects from 21-24 STIP (Reassessment)				
Grouped Project Cat 1,6,8 in UTP	\$ 1,939,881,760	\$ 1,989,869,362	\$ 1,893,944,258	\$ 2,307,946,761
TxDOT Operating Expenses	\$ 6,775,197,630	\$ 6,814,337,757	\$ 6,986,665,935	\$ 6,659,867,878
State Share of Existing Project Payments	\$ 108,511,347	\$ 85,792,676	\$ 73,742,244	\$ 60,362,311
Other Operating Expenses from SHF	\$ 513,043,473	\$ 567,422,000	\$ 569,817,000	\$ 572,247,000
Repayment of Short-term Borrowing*				\$ -
AC Conversions	\$ 450,000,000	\$ 200,000,000	\$ 150,000,000	\$ 100,000,000
Expenditures	\$ 21,083,976,915	\$ 16,283,760,994	\$ 16,912,681,118	\$ 16,735,654,477
Cat1	\$ 1,376,897,715	\$ 1,369,524,615	\$ 1,212,284,301	\$ 1,512,919,732
Cat6	\$ 355,418,409	\$ 353,403,924	\$ 317,706,981	\$ 387,178,967
Cat8	\$ 345,126,672	\$ 342,462,680	\$ 338,053,366	\$ 355,267,268
Cat9	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000	\$ 91,050,000
Source -2022 UTP Grouped Project Category Totals	\$ 2,168,492,796	\$ 2,156,441,219	\$ 1,959,094,648	\$ 2,346,415,967
Grouped Projects Listed in initial 23-26 STIP	\$ 228,611,036	\$ 166,571,857	\$ 65,150,390	\$ 38,469,206
Remaining Grouped Funding	\$ 1,939,881,760	\$ 1,989,869,362	\$ 1,893,944,258	\$ 2,307,946,761
Balance	\$ 1,024,230,337	\$ 3,573,459,276	\$ 3,969,844,001	\$ 4,649,660,001

*Available Short-Term Borrowing	\$ -	\$ -	\$ -	\$ -
Short Term Borrowing Needed	\$ -	\$ -	\$ -	\$ -

Source for Fiscal Constraint Demonstration - FY 2023 UTP Forecast (November 22, 2021) Update

*Short term borrowing repayment will occur over 2026-2027 Biennium; Allowed to borrow 2 years within any fiscal year.

** CAT 3 Non-traditional Funding : Transportation-related projects that qualify for funding from sources not traditionally part of the SHF

September - 2022