



2022 Unified Transportation Program Development

TEXAS TRANSPORTATION COMMISSION

June 30, 2021

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“Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.”

<https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>

“The funding levels in the UTP are based on a forecast of potential transportation revenue that may be available over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on a potential future cash flow scenario.”

2021 Unified Transportation Program (page 7)

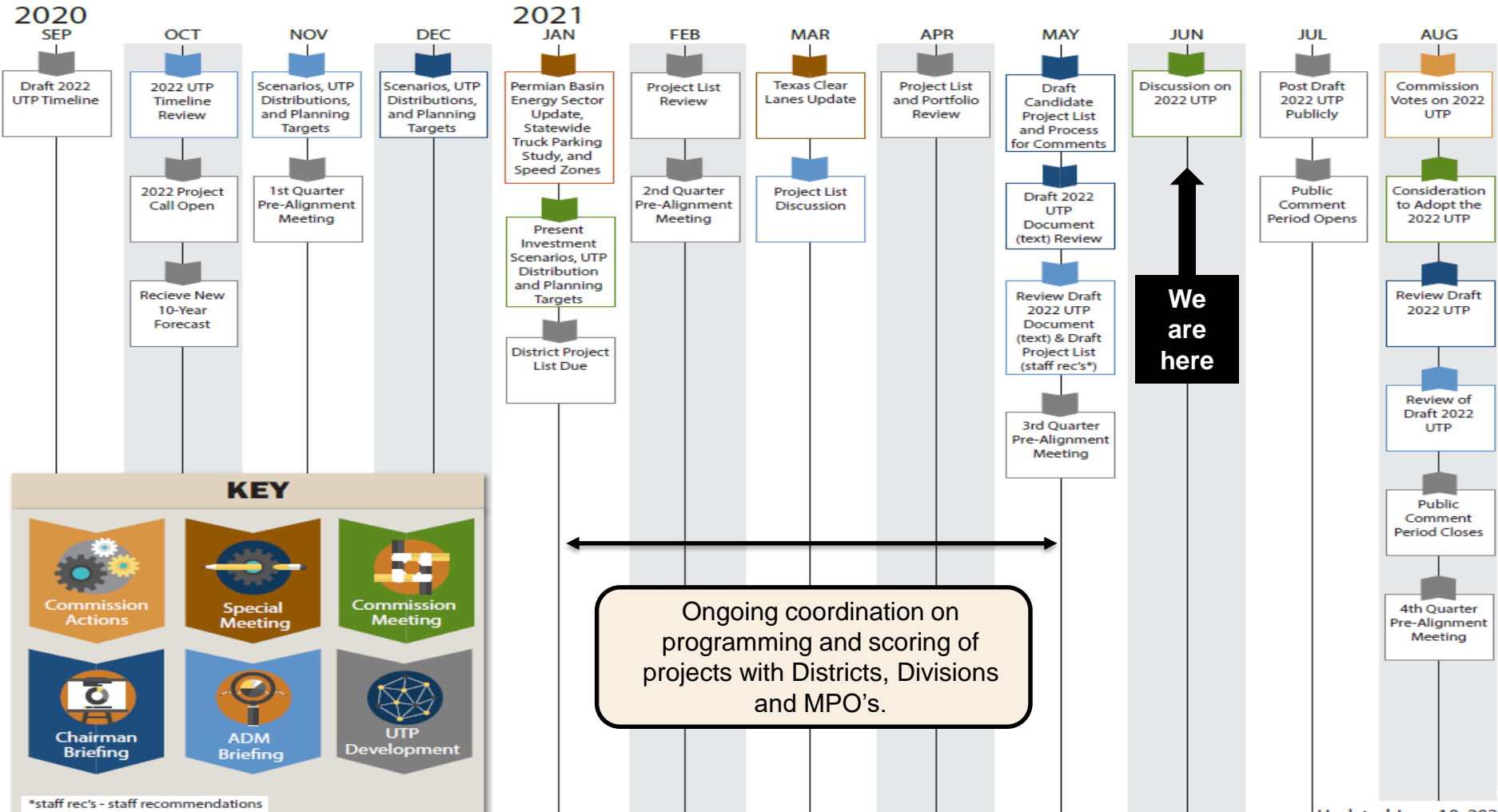
What is the Unified Transportation Program?



- TxDOT's 10-year plan that guides the development of transportation projects across the state
- Determines how much transportation funding the state expects to have over the next decade and how to distribute it
- Includes all transportation projects that TxDOT is developing for construction over the next 10 years
- Organized into 12 funding categories that focus on different highway project types or ranges of activities
- Required by state law to be approved by the Texas Transportation Commission each year by August 31
- May be updated more frequently if necessary to authorize a major change to one or more funding allocations or project listings.



UNIFIED TRANSPORTATION PROGRAM 2022 UTP DRAFT Commission Timeline



Impacts of Financial Forecast on Proposed UTP Distribution



Changes to Forecast	2022 UTP 10 Year Impact (\$B)
FY2031 Addition and FY2021 Removal (before other adjustments)	\$0.9
Federal Adj. (Redistribution & Rebalancing)	\$0.9
Estimated Federal COVID Relief *	\$0.7
State Motor Fuel Tax Reductions	(\$1.5)
Prop 1: 10 Yr Recalculation & CRE/BRE Updates	(\$1.0)
Prop 7: Motor Vehicle Sales Tax Reduction	(\$0.6)
Prop 7: Other Adjustments (Debt Service Savings, Rebalancing, & Interest)	\$0.5
Adjustment for Cat 3 State Funding	\$0.3
Total Changes between 2021 & 2022 UTP Forecast	\$0.2

Changes to UTP Funding	2021 UTP	2022 UTP	Diff (\$B)
UTP Funding Distributions	\$68.5	\$68.7	\$0.2
Cat 3 Non-traditional Funding	\$6.1	\$5.8	(\$0.3)

DRAFT 2022 UTP Distribution Strategy



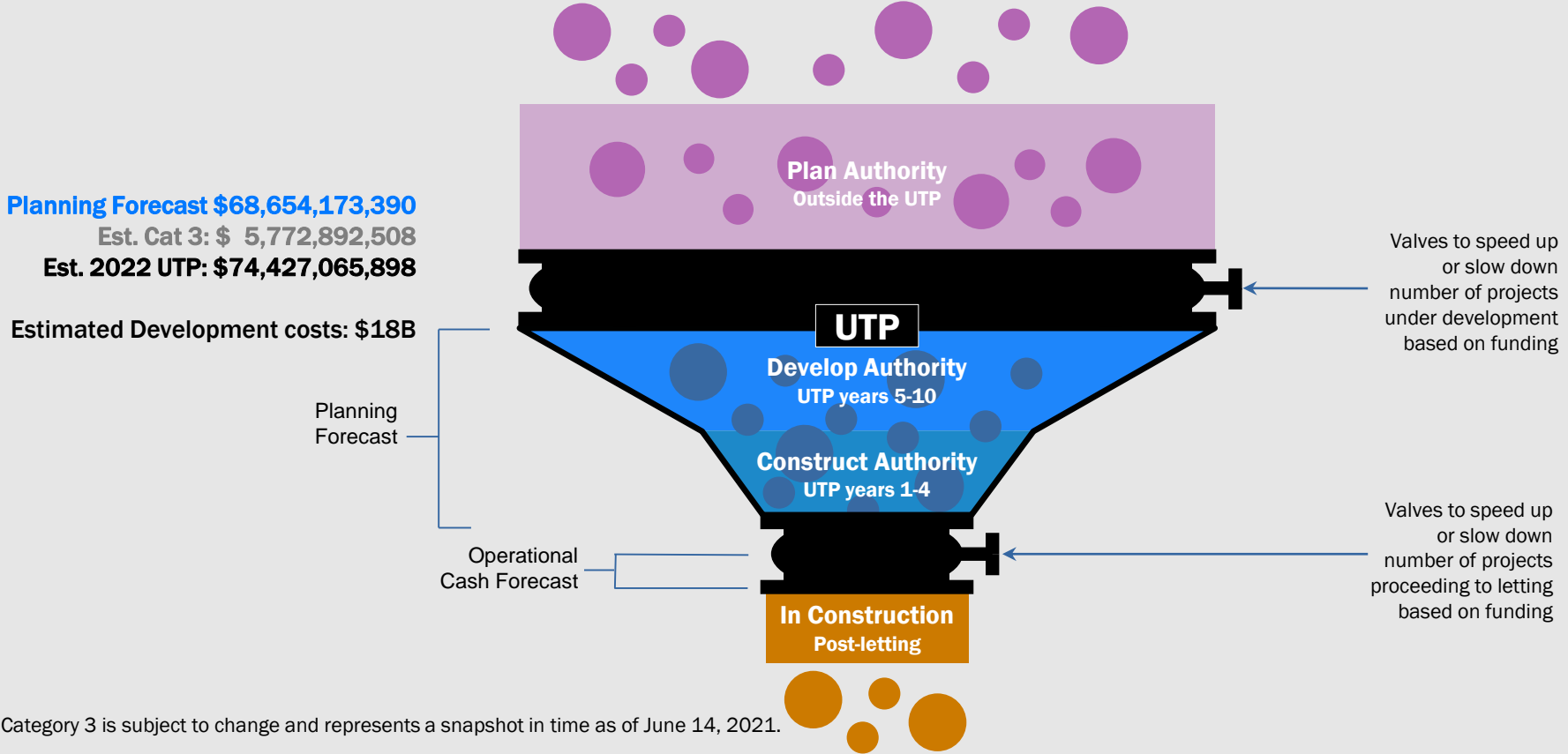
Category Types

- Preservation/Rehab.
- Mobility/Connectivity
- Federal Programs
- State/Rider Req.
- TTC Discretionary

Category and Description		Required Minimums	Other Strategic Distributions	2022 UTP Draft Distribution Recommended Strategy
1	Preventive Maintenance & Rehabilitation	-	\$13,926,300,000	\$13,926,300,000
2	Metro and Urban Corridor Funding	-	\$10,012,237,582	\$10,012,237,582
4R	Statewide Connectivity (Regional)	-	\$5,406,608,295	\$5,406,608,295
4U	Statewide Connectivity (Urban Congestion)	-	\$4,605,629,288	\$4,605,629,288
5	Congestion Mitigation and Air Quality	\$2,322,790,000		\$2,322,790,000
6	Bridge	\$386,020,000	\$3,200,540,000	\$3,586,560,000
7	Federal Metropolitan Mobility	\$5,038,158,388		\$5,038,158,388
8	Safety	\$2,763,130,000	\$668,620,000	\$3,431,750,000
9	Transportation Alternatives	\$910,500,000		\$910,500,000
10	Supplemental Transportation Projects	\$624,036,355		\$624,036,355
11	District Discretionary	\$685,000,000	\$411,500,000	\$1,096,500,000
11ES	Energy Sector	-	\$2,136,880,000	\$2,136,880,000
12	Strategic Priority	-	\$10,556,223,482	\$10,556,223,482
12CL	Strategic Priority (Texas Clear Lanes)	-	\$5,000,000,000	\$5,000,000,000
Total Distribution		\$12,729,634,743	\$55,924,538,647	\$68,654,173,390
3	Non-traditional (SUBJECT TO CHANGE)			\$5,772,892,508
Total Estimated UTP				\$74,427,065,898

Category 3 is subject to change and represents a snapshot in time as of June 14, 2021.

How TxDOT Plans: Managing Development (Constraint)





- Provide statewide consistency in cost estimating and revisions to programming:
 - **Project cost estimates** are now standardized to include the baseline letting estimate, plus contingencies and inflation. All projects in the UTP are funded toward these combined costs.
 - **Contingencies** funded in the UTP include force accounts and incentives, which are post-letting project costs included in the awarded construction contract.
 - **Inflation:** 10-year historical average for highway construction cost inflation is 4% annually*. The amount of inflation for a project in the UTP is determined by the project's estimated year of letting. Projects are inflated at 4% annually through year 4 of the UTP and then held constant.

**Based on TxDOT's Highway Cost Index*

2022 UTP Proposed Project Recommendations

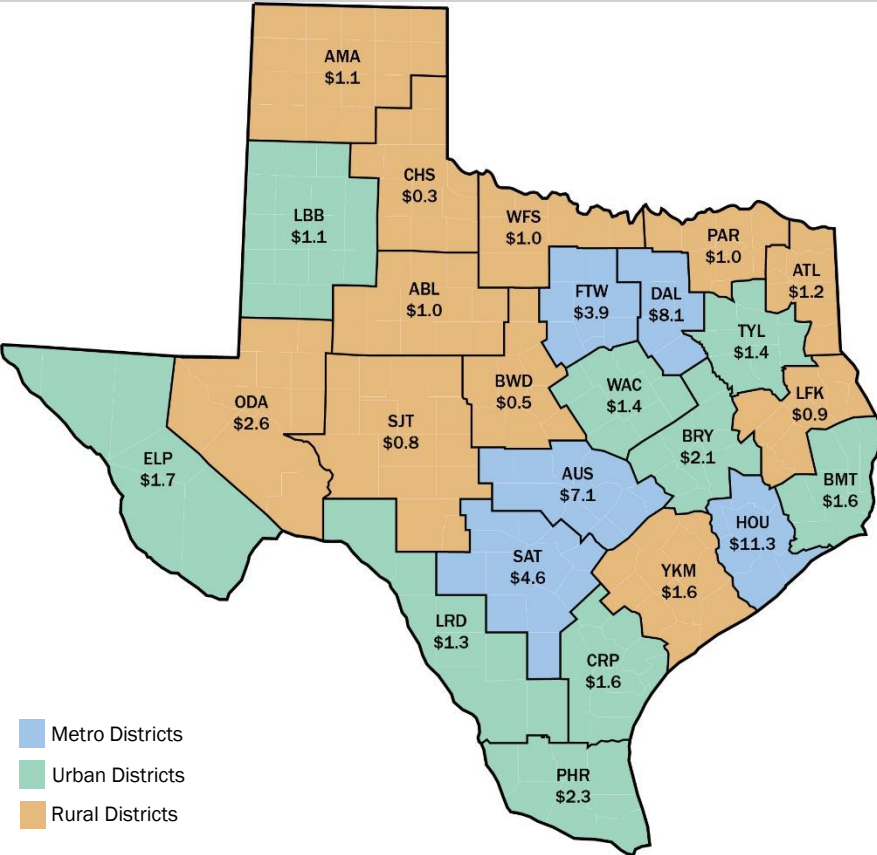


SUMMARY

	Category 2	Category 4U	Category 4R	Category 12
Available Balance for project selection	\$ 1,177,441,073	\$ 698,270,750	\$ 506,571,582	\$ 1,570,906,785
Recommended Authorizations	\$ 300,303,073	\$ 458,848,039	\$ 333,417,834	\$ 933,571,816
Remaining	\$ 877,138,000	\$ 239,422,711	\$ 173,153,748	\$ 637,334,969

Balances are subject to change and include projected carryover. Balances are for the entire 10-year period and would predominantly be available for projects in years 6-10 (FY 2027-2031) of the UTP window.

2022 UTP Recommended Funding Distribution

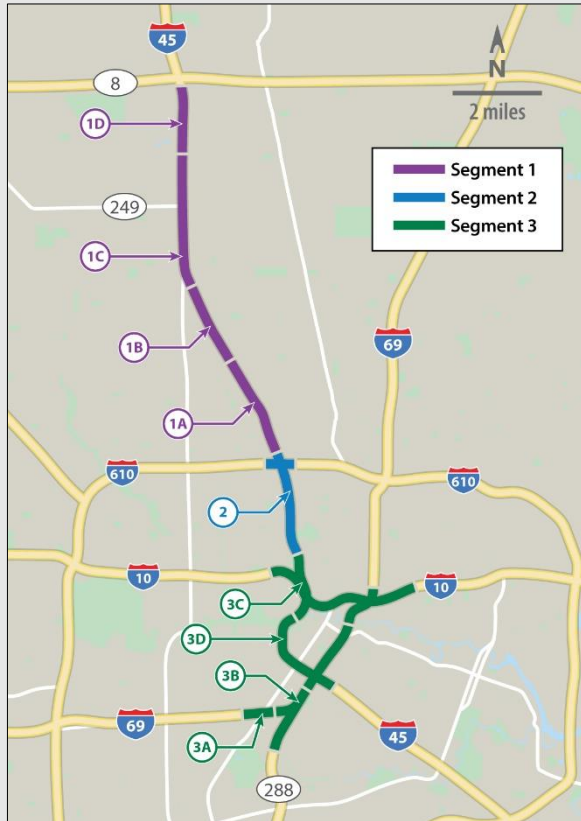


District Type	Distribution (B\$)	Population (M)	Area (Sq Miles)	Distribution (%)	Population (%)	Area (%)
Rural	\$11.8	3.1	125,242	15.9%	10.5%	47.0%
Urban	\$14.5	6.4	100,199	19.5%	22.1%	37.6%
Metro	\$35.0	19.5	41,049	47.0%	67.3%	15.4%
Statewide	\$7.3			9.8%		
Category 3	\$5.8			7.8%		
Total	\$74.4	29.0	266,491	100.0%	100.0%	100.0%

Statewide includes remaining balances in categories 4R, 6, 8, 9, 10 and 12.

Rural, Urban and Metro are TxDOT District types and do not indicate actual rural vs. urban areas. Most districts combine a mixture of rural and urban areas.

Summary of North Houston Highway Improvement Project Funding



SUMMARY BY FUNDING STATUS¹ as proposed for the 2022 UTP (in millions)

Funding Category	Segment 1 ²	Segment 2	Segment 3 ³	Total	% of Total
Cat 2	\$ -	\$ 100.0	\$ 390.8	\$ 490.8	6.2%
Cat 3 ¹	\$ 119.4	\$ 295.4	\$ 947.1	\$1,361.9	17.2%
Cat 4	\$ -	\$ -	\$1,083.9	\$1,083.9	13.7%
Cat 12 - TCL	\$ -	\$ 122.5	\$2,103.0	\$2,225.5	28.1%
Cat 12 - TTC	\$ -	\$ 246.3	\$ 77.4	\$ 323.7	4.1%
TBD (Gap)	\$1,538.4	\$ 471.8	\$ 428.0	\$2,438.3	30.8%
Total	\$1,657.8	\$1,236.0	\$5,030.2	\$7,924.0	100.0%

1. Assumes approval of Cat 3DB requests
2. Four projects: three design-bid-builds and one design-build
3. Four projects: one design-bid-build and three design-builds



North Houston Highway Improvement Project (NHHIP)

Project Segment	Project IDs (CSJs)	As proposed in DRAFT 2022 UTP	Estimated Let Date Range*
NHHIP Segment 3A	0027-13-201, 0598-01-105	\$488,040,000	2026-2031
NHHIP Segment 3B	0027-13-200, 0027-13-221	\$245,190,000	2026-2031
NHHIP Segment 3C	0500-03-599, 0500-08-001, 0271-07-326	\$914,375,000	2026-2031
NHHIP Segment 3D	0500-03-601, 0500-03-589	\$532,840,000	2026-2031^
NHHIP Segment 2	0500-03-560, 0500-03-597	\$368,800,000	2026-2031^
TOTAL		\$2,549,245,000	

*Dates represent fiscal years (FY).

^Project is currently estimated to let between FY 2026-2031



- Update draft UTP document to address comments received during June Commission meeting.

- Conduct public involvement*.
 - July 7, 2021: UTP virtual public meeting
 - July 9, 2021: Open UTP public comment period and post DRAFT UTP document online
 - August 2, 2021: UTP virtual public hearing
 - August 9, 2021: Close UTP public comment period

- August 31, 2021: Request Commission consider adopting 2022 UTP.

*Current anticipated schedule

How to Submit Public Comments



Electronic: www.TxDOT.gov → (search keyword: “UTP public involvement”)

Phone: (800) 687-8108

US Mail:

Texas Department of Transportation
Attn: TPP - UTP
PO Box 149217
Austin, TX 78714-9217



Draft 2022 UTP will be available for comment from July 9, 2021 through August 9, 2021 at 4 p.m.



OPEN DISCUSSION