State of TxDOT

- Key legislation affecting TxDOT during the 85th Texas Legislative Session:
  - Appropriations - Senate Bill (SB) 1
  - Sunset - SB 312

- Key initiatives of the department include:
  - Streamline project delivery
  - Deliver 2018 Unified Transportation Program (UTP) with additional funding allocations that will continue focus on TxDOT’s top priorities.
    - Address safety
    - Preserve assets
    - Target congestion/urban mobility needs
    - Enhance regional connectivity corridors
    - Strategic initiatives (e.g. Texas Clear Lanes, Energy Sector)
TxDOT Harvey Update

- Recovery is effectively progressing and the state’s transportation system is returning to operations.
- The storm made landfall on Aug. 24 as a Category 4 hurricane and didn’t leave the state till Aug. 31.
- It flattened structures along the Coastal Bend area of the state north of Corpus Christi and dumped an unprecedented 40-50 inches of rain fall in areas around Houston and Beaumont.
- More than 3,600 TxDOT personnel responded from across the state, resulting in over 218,000 employee hours to-date with over 2,000 pieces of equipment deployed.
- TxDOT had more than 500 state road closures that included numerous interstates. As of Sept 12, only 17 roads segments remain closed due to flooding or damage.
- Minimal bridge impacts and over 700 inspections to-date to insure bridge safety.
TxDOT’s FY 2018-19 state appropriation includes:

- **$26.6 billion** for next two fiscal years.
- **$3.5 billion** increase from previous biennium.
- **$2.9 billion** of this increase is from Proposition (Prop) 7 funding.
- **$23.0 billion** of biennial appropriation will be spent on highway planning and design, right of way acquisition, construction, maintenance, and preservation.
- **313.5** new staff positions to help deliver projects.
Proposition 1 Funding

- Constitutional amendment passed in 2014.
- Portion of oil & gas severance tax revenues go to the State Highway Fund.
- Funding fluctuates year to year because of oil and gas drilling activity.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Appropriations*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>$1.29 billion</td>
</tr>
<tr>
<td>2019</td>
<td>$1.22 billion</td>
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</tbody>
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* Anticipated

- Adds Rider 41 appropriates Prop 1 funds for construction, maintenance and right of way acquisition.

Note: Prop 1 expires Dec. 31, 2024.
Proposition 7 Funding

- Constitutional amendment passed in 2015.
- FY 2018-2019 is first budget to include Prop 7 transfer of general sales tax revenues to the State Highway Fund.
- Estimated revenue:

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<tr>
<td>2018</td>
<td>$0</td>
</tr>
<tr>
<td>2019</td>
<td>$2.9 billion</td>
</tr>
<tr>
<td>2020</td>
<td>TBD</td>
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- $613.4 million to be paid for Prop 12 bond debt service in FY 2018-2019.

*Note: Prop 7 expires Aug. 31, 2029 for motor vehicle sales tax and Aug. 31, 2032 for sales and use tax.*
## TxDOT Sunset Bill (SB 312) - Passed

<table>
<thead>
<tr>
<th>Sunset Commission Recommendations Passed in SB 312</th>
<th>Other Statutory Changes Passed in SB 312</th>
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<tbody>
<tr>
<td><strong>Agency Statutory Authority:</strong> Continues TxDOT operations for 12 years to September 2029.</td>
<td><strong>E-Verify:</strong> Prohibits TxDOT construction contracts unless contractors/subcontractors utilize E-Verify.</td>
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<td><strong>Transportation Planning:</strong> Requires TxDOT to continue development of performance-based funding allocation and project selection process.</td>
<td><strong>Public Hearings:</strong> Expands list of transportation project types that require a public hearing.</td>
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<tr>
<td><strong>Contracting Rules:</strong> Requires TxDOT to implement additional penalties when construction contractors do not meet project schedules.</td>
<td><strong>Crash Records:</strong> Requires TxDOT to annually publish all crash data reports online, including bike and pedestrian.</td>
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<tr>
<td><strong>Communication and Transparency:</strong> Requires TxDOT to publish performance measure dashboard and implement Project Tracker improvements.</td>
<td><strong>Highway Closures:</strong> Local coordination of highway closures and reporting on economic impact of closures.</td>
</tr>
</tbody>
</table>
## Other Major Legislation – Safety

### Distracted Driving
- **HB 62** prohibits texting while driving – Requires TxDOT to post notification signs on interstates and U.S. highways entering the state.

### Alert Programs
- **SB 1138** establishes “Blue Alert” program to aid in capture of suspects in police injury or killing – Requires TxDOT to assist with dynamic message signs.
- **HB 2639** adds persons with Alzheimer’s to existing “Silver Alert” program – Displayed on TxDOT dynamic message signs.
### Advance Acquisition
- **HB 2646** allows TxDOT to acquire property for a project prior to environmental clearance (excludes eminent domain).

### Billboard Regulations
- **SB 2006** limits the state’s regulation of billboards to only commercial signs – Addresses Texas Third Court of Appeals decision (Auspro v. TxDOT) on regulation of free speech.

### Shipping Containers
- **SB 1524** allows TxDOT-routed travel of shipping containers up to 93,000 lbs. or 100,000 lbs. on certain trucks within a 30-mile radius of certain ports of entry or international bridges – Establishes $6,000 fee (50% of which will go to SHF).
### Other Transportation Legislation

#### Port Funding
- **SB 28** creates the Ship Channel Improvement Revolving Fund for port channel deepening – Expands Port Authority Advisory Committee from 7 to 9 members

#### Aviation Advisory Committee
- **SB 1522** allows Commission to determine number of members of Aviation Advisory Cmte. – Requires aviation experience for majority of committee members

#### State Safety Oversight
- **SB 1523** designates TxDOT as agency responsible for safety oversight of public transit rail systems – Brings state into compliance with federal regulations

#### Public Transportation
- **HB 1140** creates new funding category for public transportation grants by splitting "urbanized area" (UZA) into two categories: large UZAs and small UZAs

#### High-Speed Rail
- **SB 977** prohibits TxDOT from spending state funds on private high-speed rail – Allows TxDOT to perform duties required under other law

#### Automated Vehicles
- **SB 2205** establishes guidelines for operating an automated vehicle in the state, including who is considered the operator
Over the 20 year history of the Ports to Plains Corridor, local partners and TxDOT have...

- **Completed, let or are currently constructing over $350 million** and over 225 miles of new and improved roadway, including:
  - Over 90 miles of 4 lane improvements
  - Over 115 miles of Super 2 improvements

- **Planned over $900 million** and over 250 miles of new and improved roadway, including:
  - Over 20 miles of 4 lane improvements
  - Over 190 miles of Super 2 improvements
  - 13 projects currently funded in the 10-year plan at an estimated cost over $350 million
Amarillo District

- **US 87** – Under construction, railroad underpass improvements ($26.3M)

- **SL 335 (B Segments)** – Under development, New location freeway and widening 2 lane non-freeway to 4 lane freeway section ($324.8M, 10.8 miles); Phased construction with some portions funded.

- **SL 335 (C Segments)** – Under development, Widening 2 lane non-freeway to 4 lane freeway section ($310M, 10.7 miles)

- **IH 27** – Under development, Widen freeway 4 to 6 lanes, US 60 to Western Street ($153.2M, 9.2 miles)
• **SH 349** – Completed widening of 13.6 roadway miles from 2 to 4 lanes just south of Lamesa (estimated cost $18.31M)

• **SH 349** – Under construction on new 4 lane roadway segment (1.5 miles, $17.08M)
Abilene District

- **US 87 Big Spring Truck Relief Route**
  - Northern Portion – $68.2M, 6.8 miles. Construction is projected to be complete in the Summer of 2019. This will complete route at Big Spring in Howard County.

Odessa District

- **BS 349-C** – Widening to 5 lanes from LP 250 north to Martin County line mid-2018 (Under development, $9.4M, 1.2 miles)
• **SH 158 in Sterling and Glasscock Counties** – TxDOT recently completed expansion of SH 158 from 2 to 4-lane undivided from Midland to US 87 ($52M, 48 miles).

• **SH 158/SH 137 Intersection** – Alleviation of this high-incident at-grade intersection is targeted for a FY 2019 letting ($21M).

• **US 67/US 277 Expansion** – Under development, expansion of current 4-lane segment of San Angelo Relief Route to a freeway section ($33.6M, 1.7 miles).

• **US 277** – Under development, widening to Super 2 ($20.7M, 25.5 miles)

• **US 277** – Under development, widening to Super 2 ($6.6M, 8.4 miles)
• **US 277** – Completed Passing Lanes from Carrizo Springs to Eagle Pass ($10.8M, 39.3 miles)

• **US 277** – Passing Lanes from Eagle Pass to Del Rio-Let 08/2017 ($20.8M, 44.7 miles)

• **US 277** – Widening of highway to 5 lanes from US 57 to SL 480 (Eagle Pass) - Let 08/2017 ($19.0M, 2 miles)
Beginning in 2012, TxDOT has undertaken multiple initiatives to address energy sector safety, maintenance and operations needs within energy impacted districts throughout the state.

The OneDOT initiative occurred in 2014 with districts from across Texas responding to immediate safety needs in the West Texas Districts of Odessa and San Angelo. This one-time effort concluded in December of 2014.

Since 2012, TxDOT has deployed over $1.5 billion in multiple funding initiatives (HB 1025, Energy Sector Supplemental funds, Proposition 1, Supplemental Safety, Supplemental Maintenance, etc.).

In 2016, TxDOT began the Energy Sector Corridor Improvements program.
- Identified and prioritized corridor segments that:
  - cross multiple districts,
  - directly connect energy sector activity nodes, or
  - have high frequencies of injury or fatal crashes.
- Priority 1 Corridor Funding Needs: $1.8B
  - Permian Basin $569M
  - Eagle Ford Shale $676M
**Multimodal Efforts – South Orient Railroad**

- TxDOT owned rail facility operated by Texas Pacifico, is approximately 391 miles in length, extending from San Angelo Junction (in Coleman County, 5 miles southwest of Coleman) through San Angelo to Presidio at the Texas/Mexico border.
- $40 million total project investment to date, with 114 miles of track rehabilitated.
- In 2017
  - $9.3M of National Multimodal Freight Network Program (NMFN) funds were committed to provide additional 90 miles of rehabilitation.
  - $7M federal Fast Lane grant to help restore connection and crossing to Mexico at Presidio
  - Record year expected with ~45,000 revenue carloads
Federal Efforts

- Federal Infrastructure Program
  - Continues to be in the conversation.
  - Initial focus has been on regulatory improvement striving to eliminate redundant and unnecessary requirements and single point of approval.
  - Infrastructure program will emphasize projects that include leveraging, minimize additional system maintenance burden, promote practical self-help expectation.
  - Programs include rural components.
  - Significant Harvey Support
Looking Forward

How will we make our next 20 years of milestones ...

• **Local Project Selection and Prioritization** - Work with local TxDOT districts and metropolitan planning organizations to identify and prioritize needs.

• **Freight and Connectivity Needs** - Align project needs with statewide freight and connectivity priorities.

• **Urban Congestion** - Address areas of urban congestion.

• **Energy Sector** - Continue to respond to energy sector needs.

• **Performance-Based Planning** - Reiterate HB 20 requirements such as performance-based planning and programming processes.