

2011-2014 TIP and the 2035 RTP Update

Background

Over the past year, the Texas Department of Transportation (TxDOT) in cooperation with the State's Metropolitan Planning Organizations (MPOs) has been developing a revenue forecast for the 2009-2019 time period. The revenue forecast will be used to develop a program of projects for the Unified Transportation Program (UTP). The UTP is TxDOT's ten-year plan to guide project development and construction activities. As such, it is a critical element for the development of the region's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). The programming amounts for each fiscal year and each category in the UTP provide the baseline for highway mobility programming levels for the TIP. Approval of the UTP by the Texas Transportation Commission is tentatively scheduled for February 2010.

The delay in the development of the UTP has significant consequences for the 2008-2011 TIP and its successor, the 2011-2014 TIP. The Federal Highway Administration will not approve major amendments to the 2008-2011 TIP until the State has developed an action plan to meet federal fiscal constraint requirements for the TIP and RTP. Because the FHWA order could severely impede project development efforts statewide, the development of new fiscally constrained TIPs is urgent. TxDOT has developed a schedule for the 2011-2014 TIP (see attachment) that indicates an August 1, 2010 submittal of the new TIP.

Current Situation

The draft revenue forecast that TxDOT has presented to the Texas Transportation Commission anticipates a 0.5% increase in revenue from the State motor fuels tax for 2010 and 1% thereafter through 2019. Revenues from all other sources, including the federal highway trust fund, are projected to be flat.

The 2008 -2011 TIP is significantly over-programmed based on actual lettings to date and anticipated revenue for the remaining years of the TIP. The 2011-2014 TIP will show much lower levels of programming authority than the 2008-2011 TIP. The financial situation will also impact the 2035 RTP. As a consequence, staff will amend the 2035 RTP to reflect a new fiscal summary and a new air quality conformity determination. In the interim, it is unclear what type, if any, amendments may be made to the 2008-2011 TIP and/or the 2035 RTP.

Action Requested

For information only