UTP Funding Analysis Report

Presented by the El Paso Chamber's Mobility Coalition

EL PASO CHAMBER

EMCO
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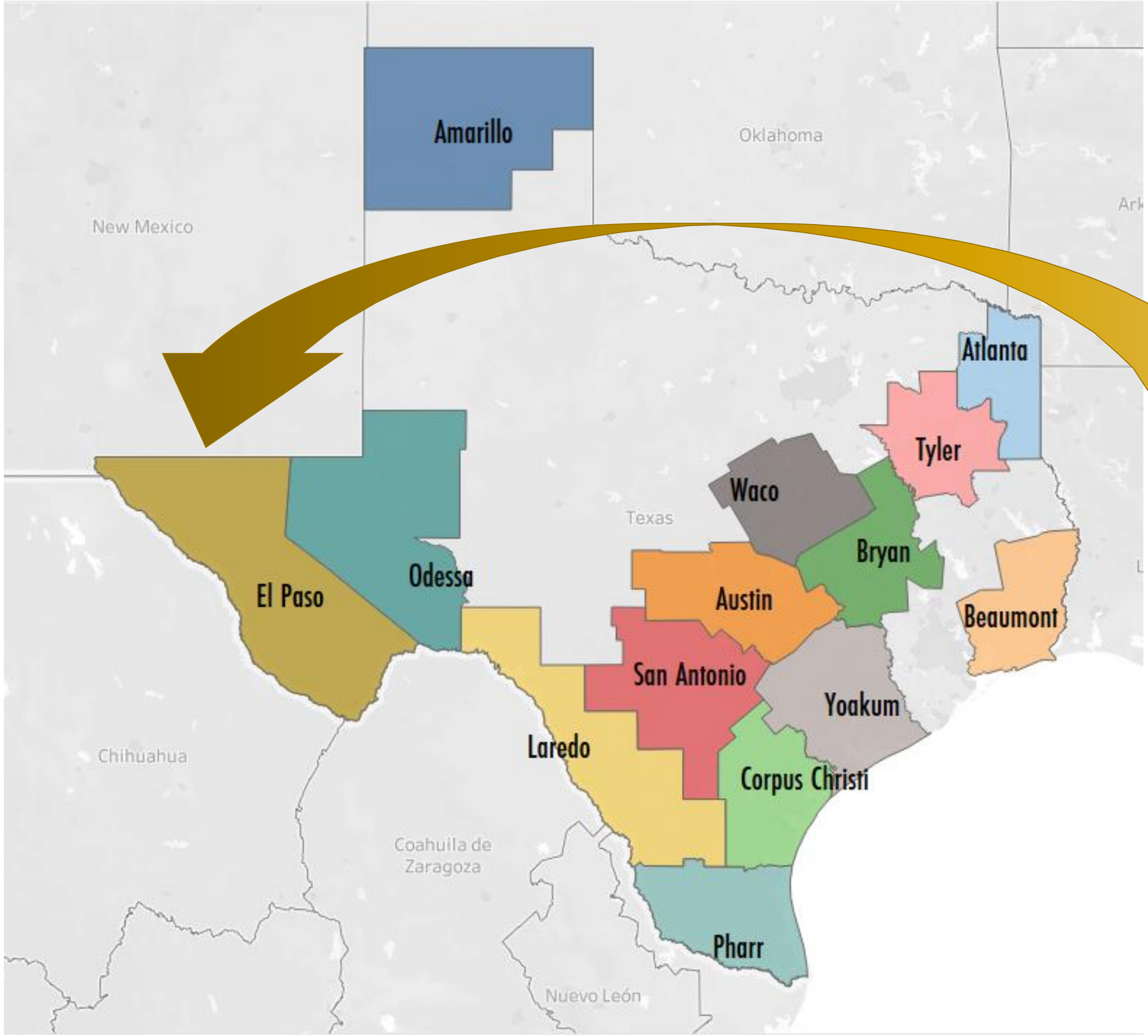


El Paso

- *Sixth largest metroplex in Texas*
- *Gateway from the West to Texas and the Gulf Coast*
- *Gateway to Texas and the Rocky Mountain West from Mexico*
- *I-10—the only all-weather pass to the West Coast*
- *Six international crossings*
- *2.7 million people in the largest binational region in the world.*

Yet El Paso's highway funding is in the

Slow Lane

How **El Paso** fund allocations under the Unified Transportation Program (UTP) compare with those of 13 other districts of the Texas Department of Transportation (TxDOT)

Slow Lane: Executive Summary

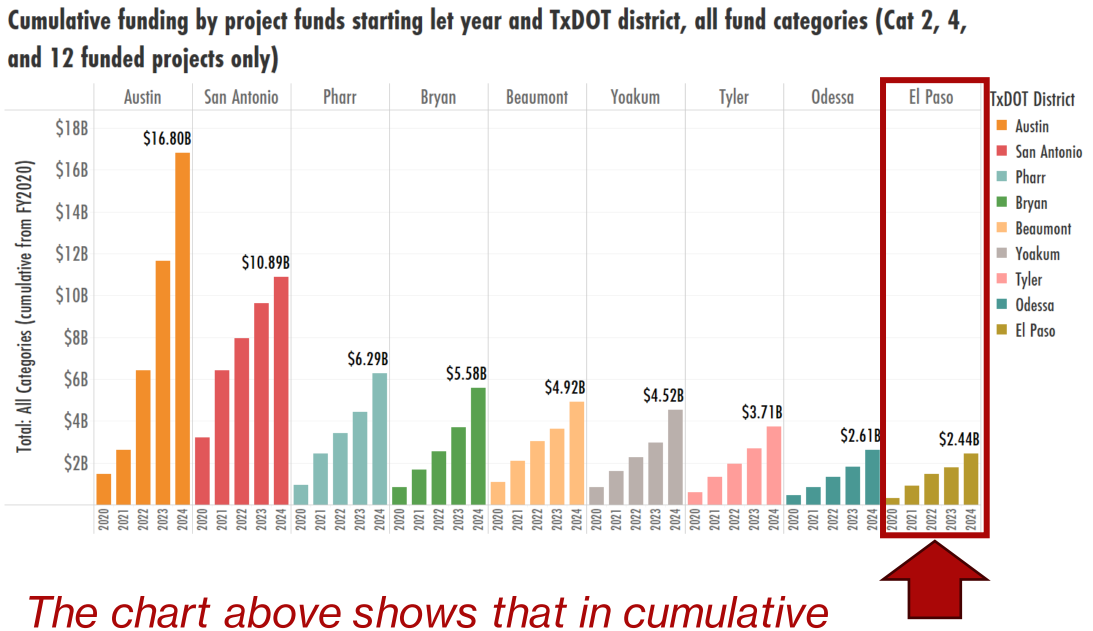
- El Paso is uniquely located to benefit the state and national economies, yet current transportation funding does not reflect these attributes.
- We look at El Paso and 13 competing TxDOT districts. Among these districts:
    - For projects funded by Categories 2, 4, and 12, El Paso's share of all funding has fallen from fourth to twelfth (see table at right, also shown on page 16).
    - El Paso's unfunded, "to be determined" shares have ranked fifth or higher over the past five years.

Ranked historical funding by annual UTP allocation and TxDOT district, all fund categories (Cat 2, 4, and 12 funded projects only)

TxDOT District	2017	2018	2019	2020	2021	2022	2023	2024
Amarillo	13	13	14	13	14	13	14	14
Atlanta	14	14	12	11	11	10	11	11
Austin	2	2	2	1	1	1	1	1
Beaumont	7	4	4	5	5	4	5	6
Bryan	5	10	5	4	4	5	4	3
Corpus Christi	10	8	9	8	8	8	6	7
El Paso	4	5	6	10	9	11	12	12
Laredo	12	12	13	12	12	12	9	10
Odessa	11	11	11	7	6	6	8	5
Pharr	3	3	3	3	3	3	3	2
San Antonio	1	1	1	2	2	2	2	4
Tyler	8	9	10	9	10	9	10	8
Waco	9	7	8	14	13	14	13	13
Yoakum	6	6	7	6	7	7	7	9

Slow Lane: Executive Summary (cont'd)

- While the balance of El Paso's UTP funding has shifted from Category 2 to 12 in the past two fiscal years,
  - Austin, Odessa, Bryan, and Beaumont districts rank first through fourth in allocations of Cat 12 funds.
  - Corpus Christi, Yoakum, Bryan, and Pharr rank first through fourth in allocations of Category 4 funds. El Paso ranks last in Cat 4 allocations.
- The UTP allocations have severely disadvantaged El Paso despite its comparative importance as a nation-leading center of international trade.



The chart above shows that in cumulative funds by starting let dates over the past five years, ***El Paso*** *trails eight of the 14 districts, including* ***Bryan***, ***Beaumont***, ***Yoakum***, *and* ***Tyler*** *districts. (This chart also appears on page 21, and is referenced throughout Appendix A.)*

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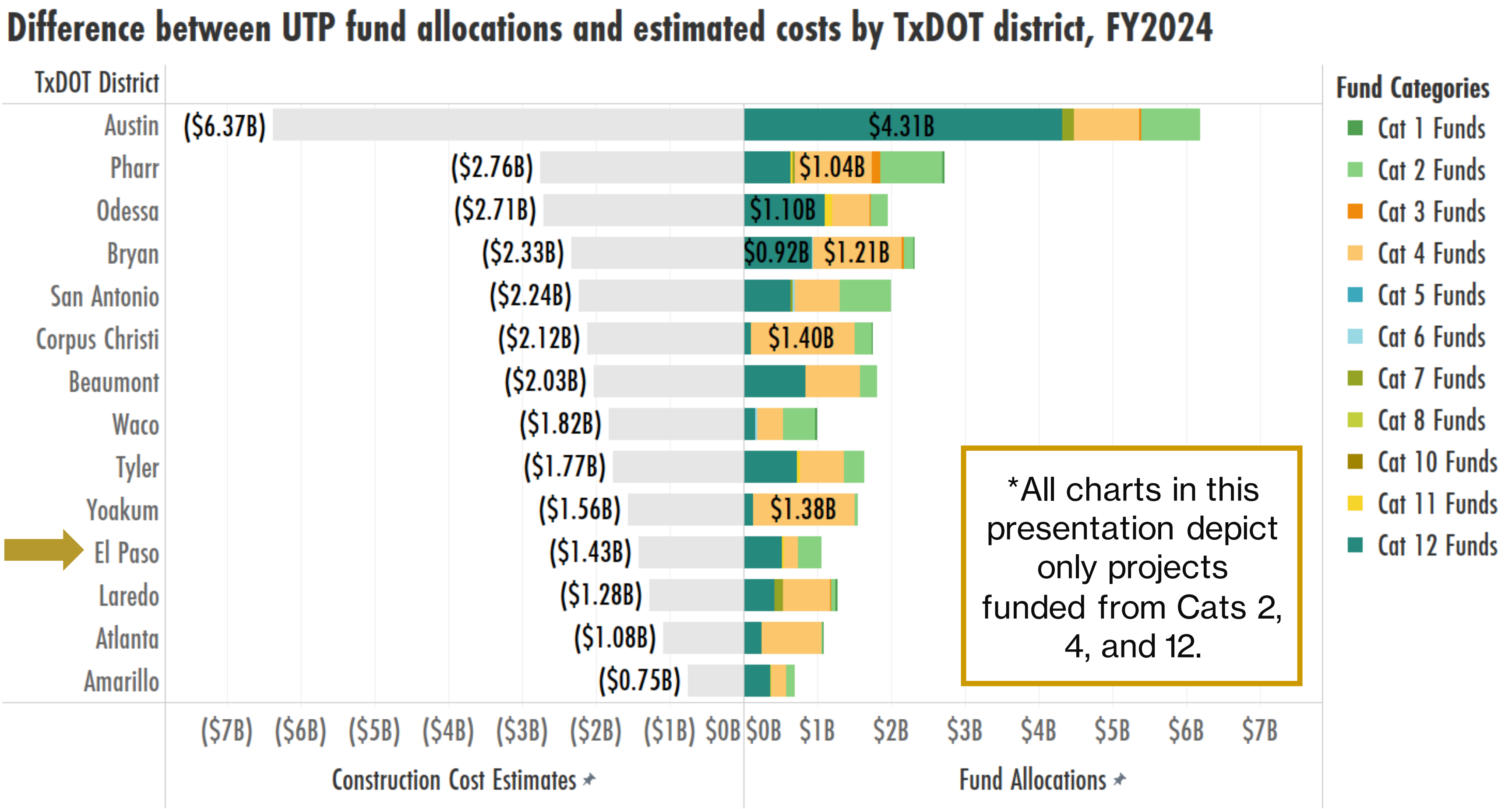
Table of contents, *cont'd*

A few of many facts that make El Paso exceptional

- According to the last census, El Paso County grew at a population rate of 8.1%- national average was 7.3%.
- El Paso supports six international crossings onto state and city transportation systems.
- El Paso's land ports accommodate the second most trade along the U.S.-Mexico Border.
- El Paso is growing in terms of global competitiveness and assuring that the region is supported by a world-class transportation infrastructure is essential.
- Ciudad Juarez is seeing record commercial and warehousing investment right now. Much of this investment is taking place as markets transition from Asia to Lain America for their manufacturing and logistics needs.

Of these 14 TxDOT districts, in FY2024, El Paso ranks eleventh by estimated UTP construction costs and twelfth by UTP funding allocations for Categories 2, 4, and 12*

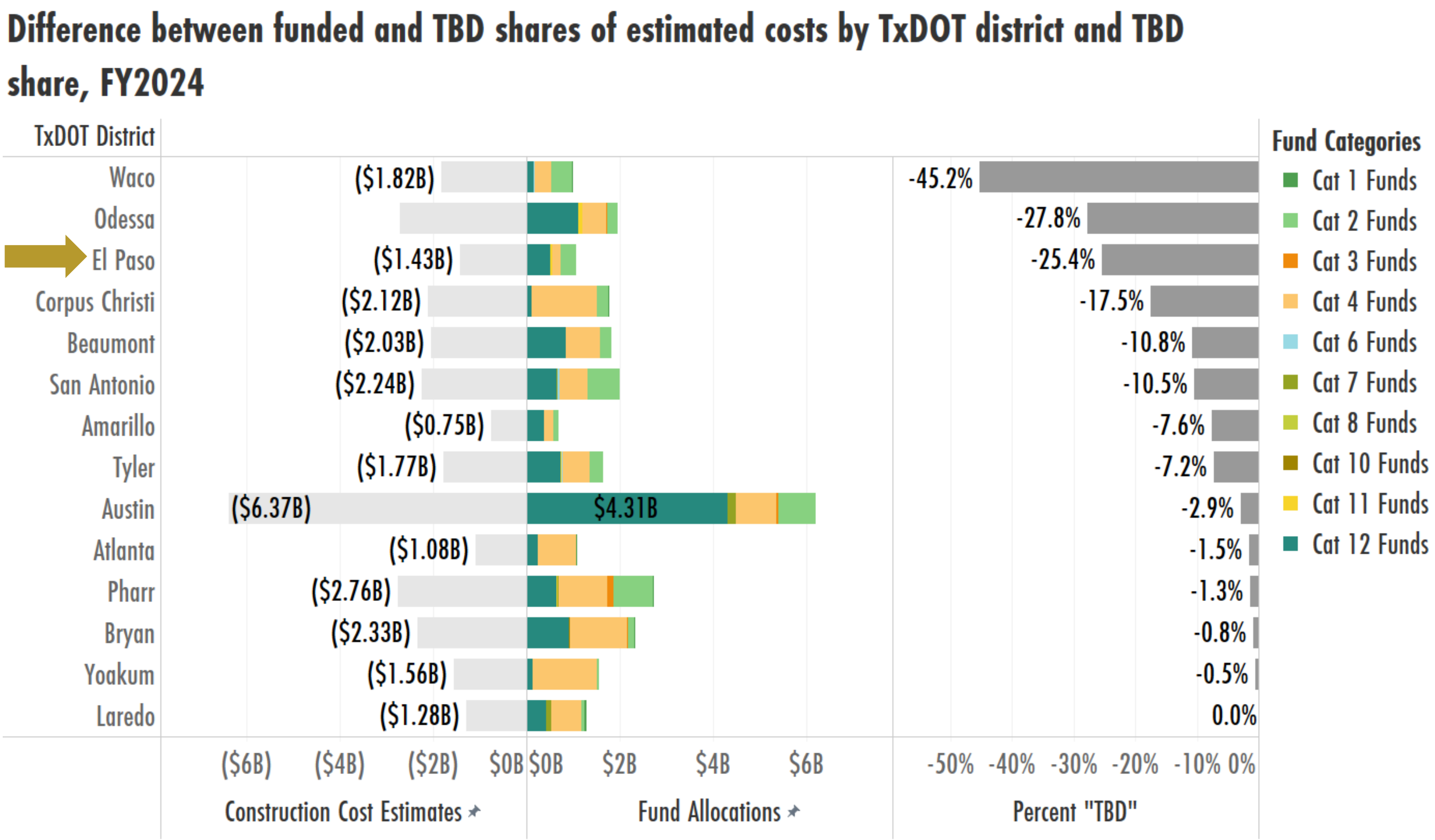
Chart 1.



*All charts in this presentation depict only projects funded from Cats 2, 4, and 12.

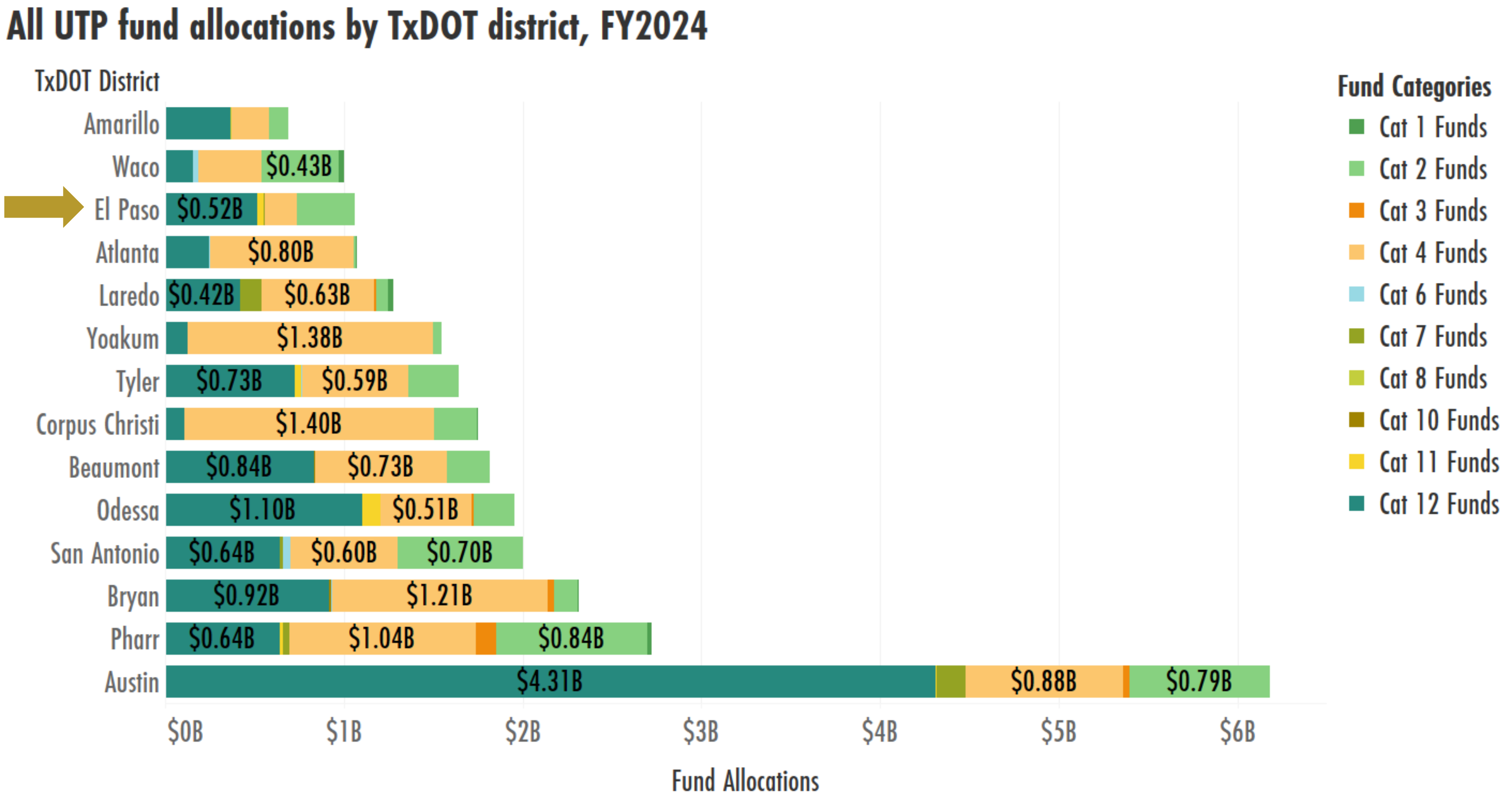
El Paso ranks third for unfunded, "TBD" shares of estimated construction costs in FY2024

Chart 2.



El Paso's combined shares of funding Categories 1-12 rank 12th of the 14, ahead of only Waco and Amarillo

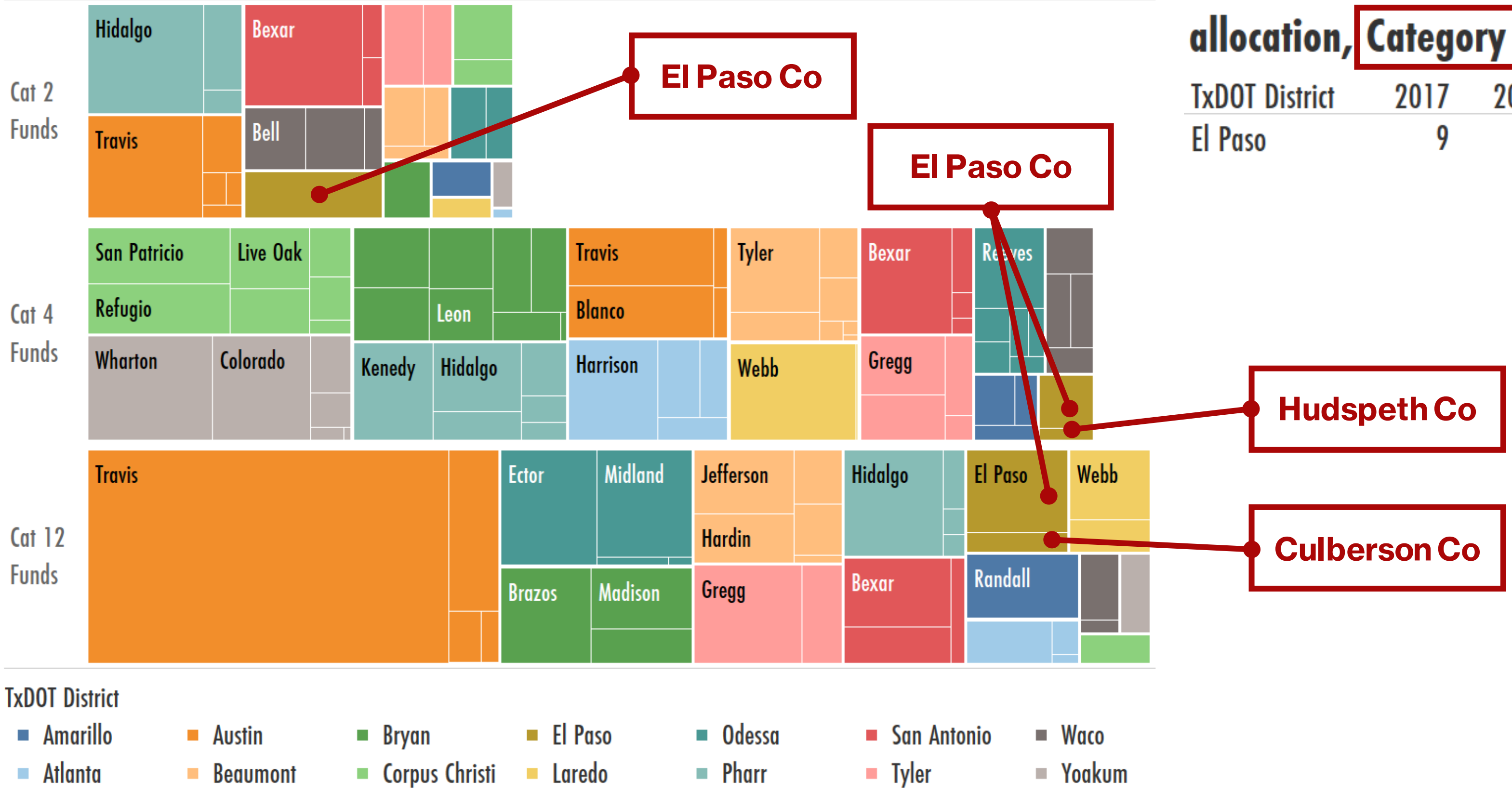
Chart 3.



Among their shares of Category 2, 4, and 12 fund allocations to all 14 districts, El Paso's share of Cat 4 funds has been furthest behind since FY2021

Chart 4.

UTP fund allocations by leading category, TxDOT district, and county: FY2024



TxDOT districts: Ranked historical funding by annual UTP allocation, Category 4

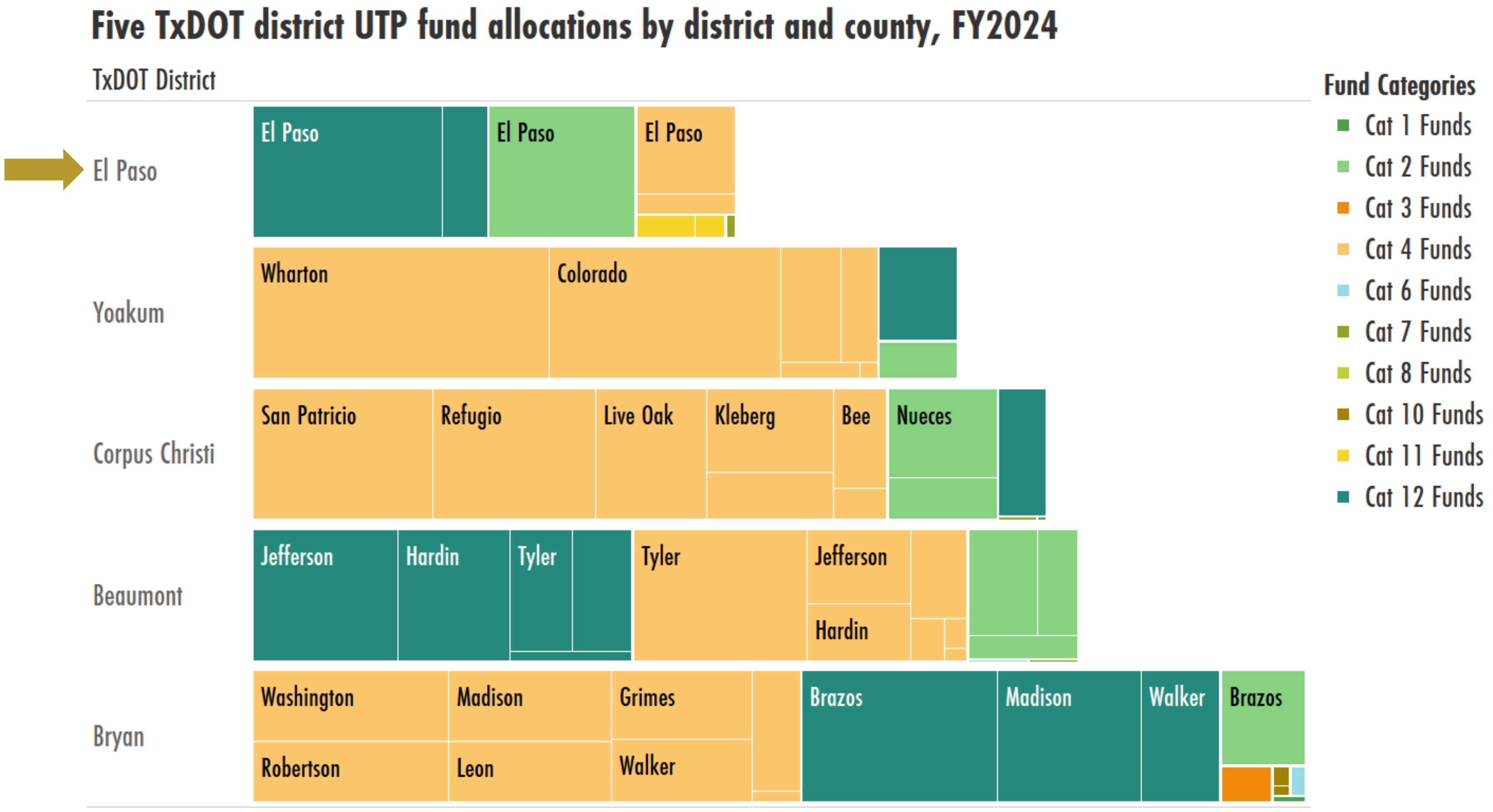
TxDOT District	2017	2018	2019	2020	2021	2022	2023	2024
El Paso	9	9	12	13	14	14	14	14

El Paso's rank among 14 districts

Bryan*, *Corpus Christi*, *Tyler*, and *Yoakum *districts have relied on* ***Cat 4*** *for most of their transportation funds* *(see p. 13; and Appendix A, pp. 36-37, 40-43)*

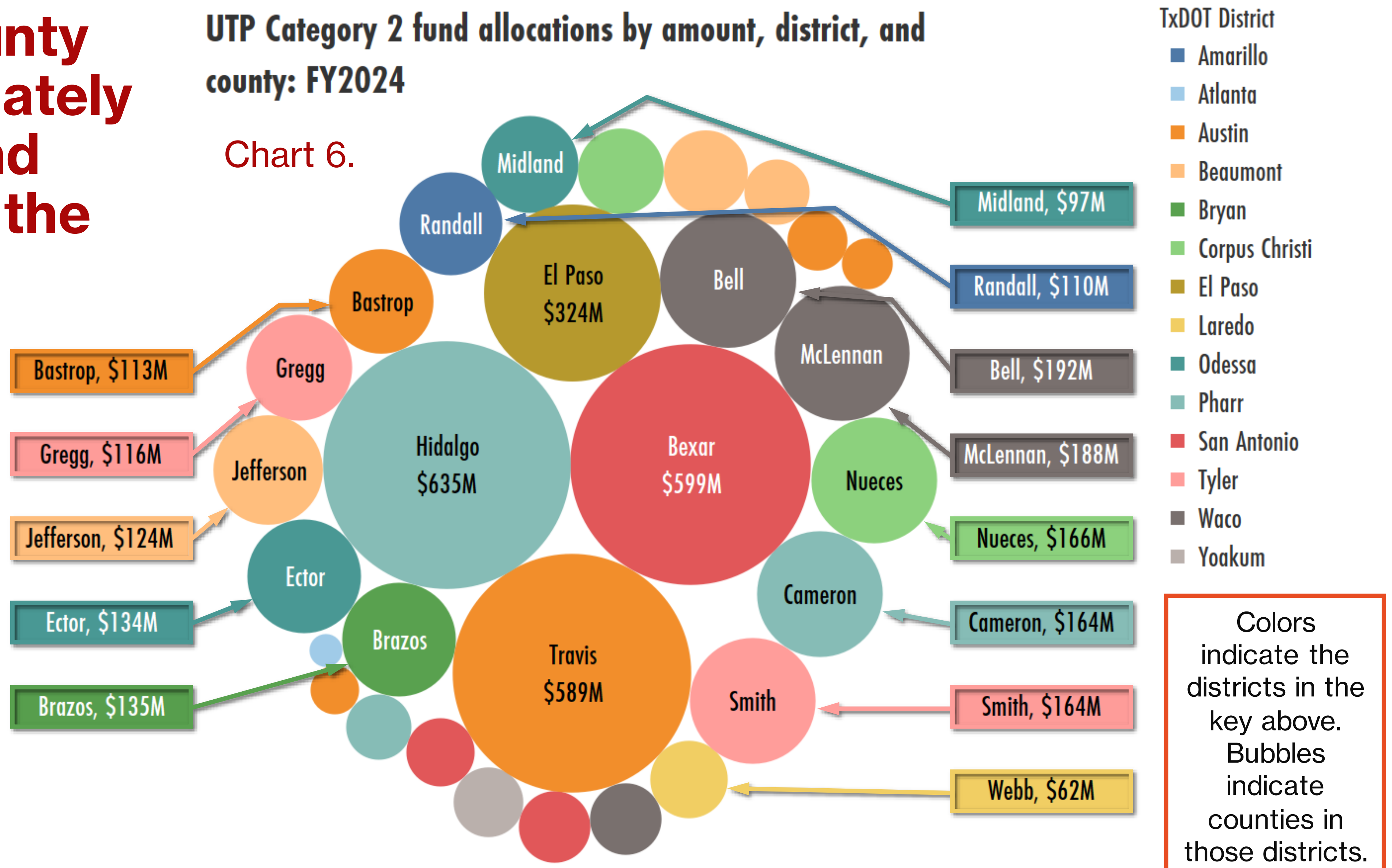
Less populous districts with less traffic than El Paso receive far greater UTP Cat 4 and 12 allocations

Chart 5.



El Paso County fares adequately by Cat 2 fund allocations; the district ranks fifth among the fourteen

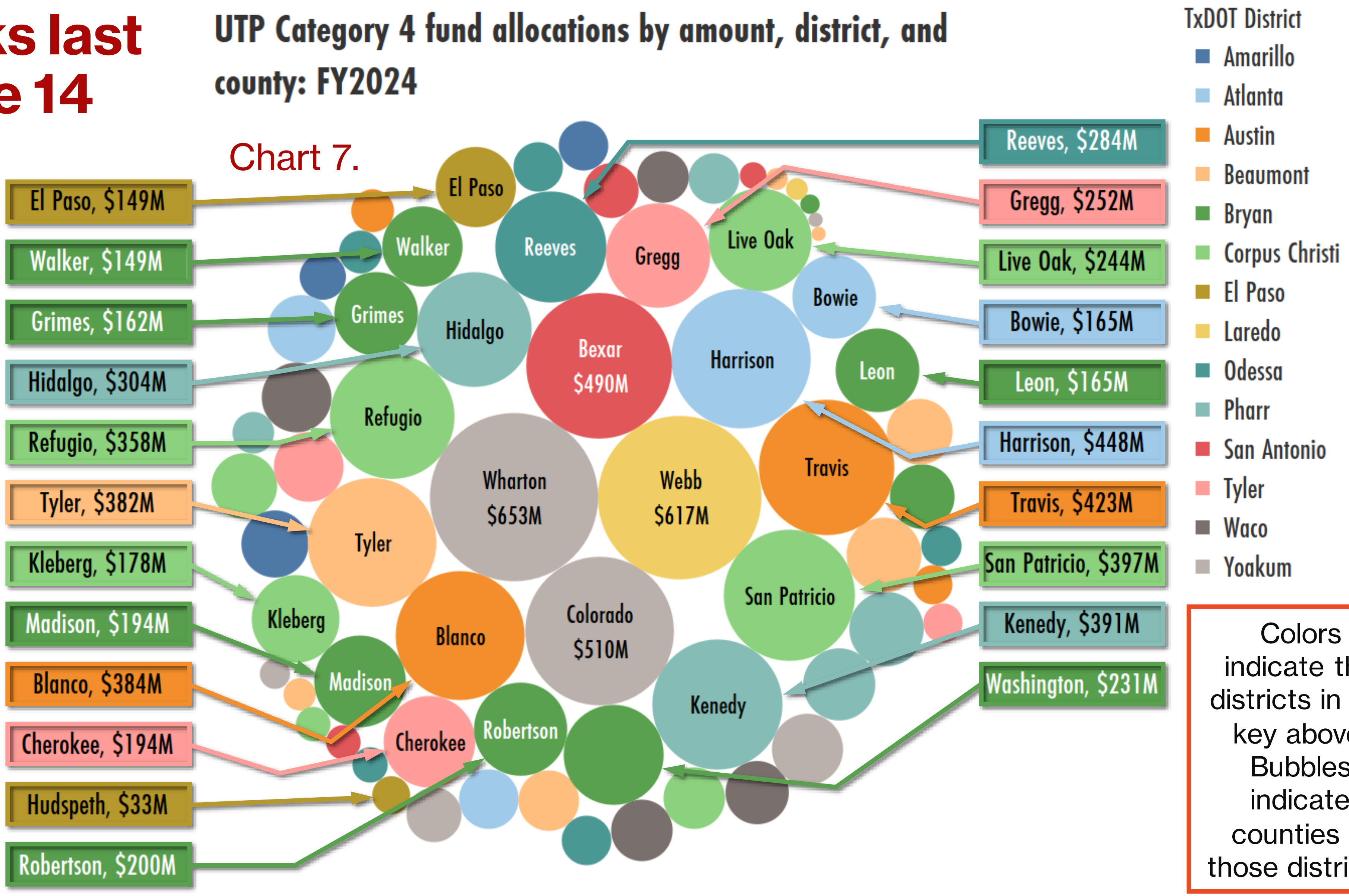
Chart 6.



Colors indicate the districts in the key above. Bubbles indicate counties in those districts.

El Paso ranks last among these 14 districts for Cat 4 UTP allocations

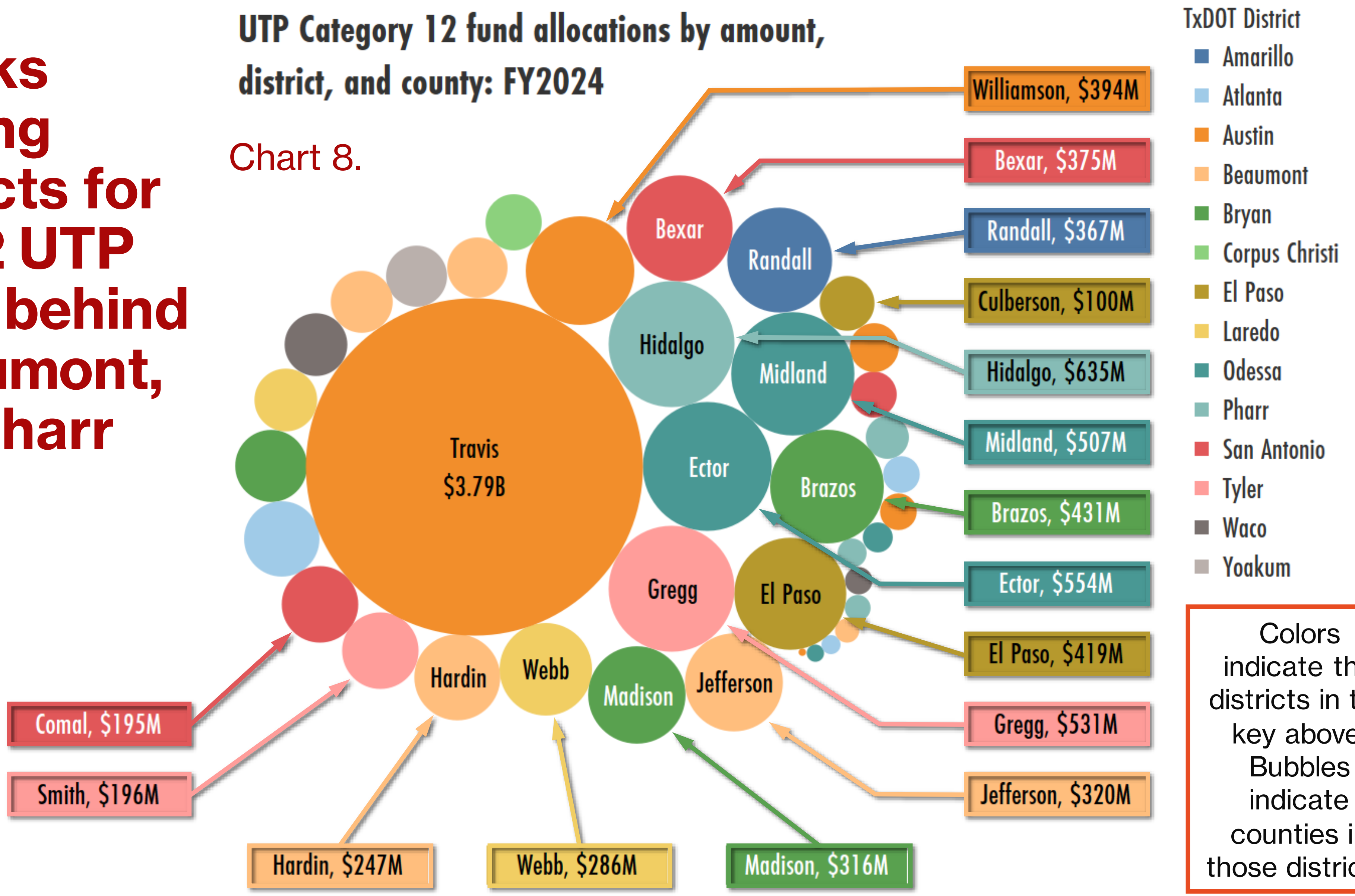
Chart 7.



Colors indicate the districts in the key above. Bubbles indicate counties in those districts.

El Paso ranks eighth among these districts for Category 12 UTP allocations, behind Bryan, Beaumont, Tyler, and Pharr

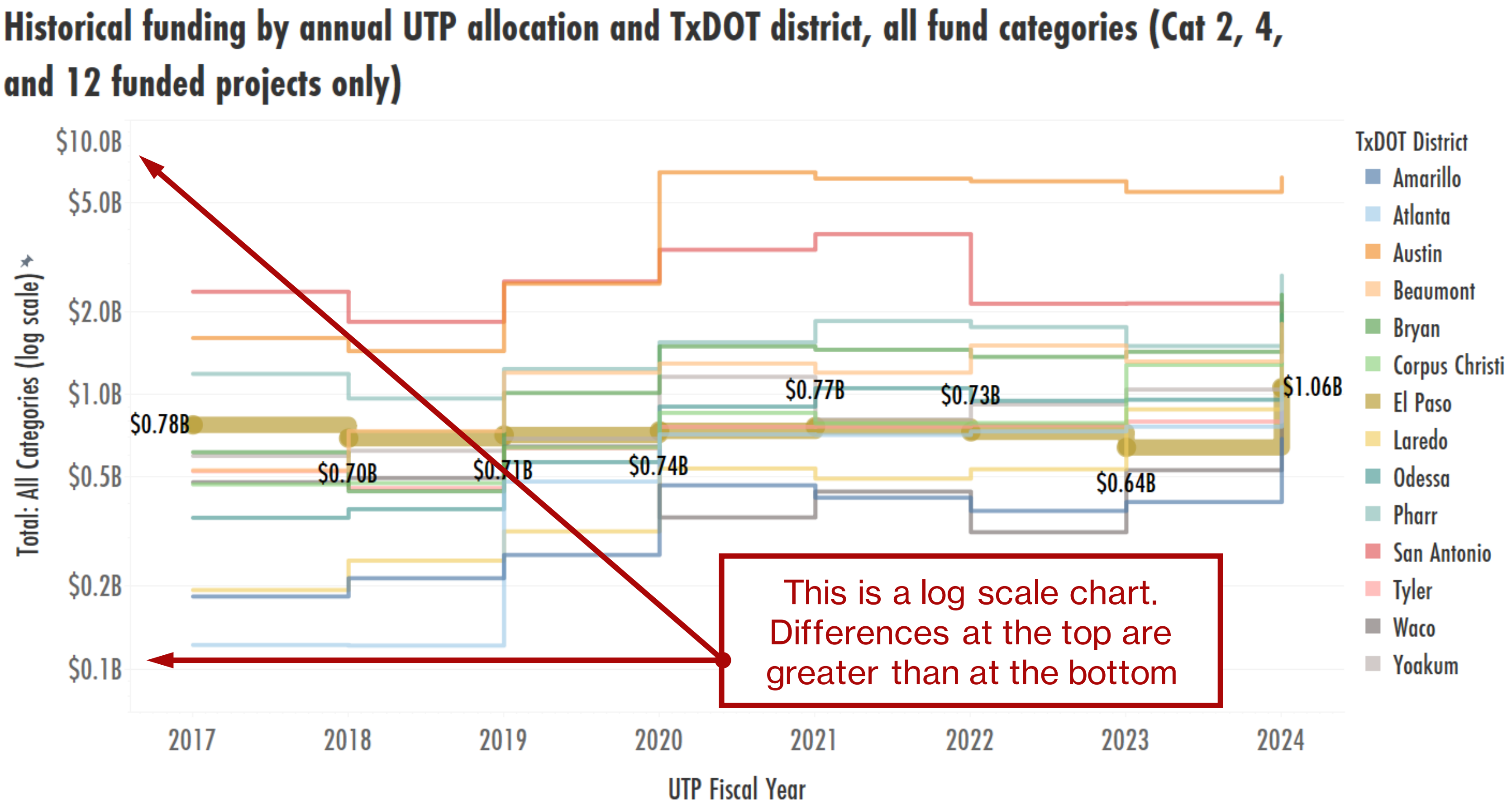
Chart 8.



Colors indicate the districts in the key above. Bubbles indicate counties in those districts.

Since FY2017, El Paso's annual UTP allocations have hovered between $640m and $780m while others' rose

Chart 9.



Among these 14 districts, El Paso's rank by UTP allocation has dropped from fourth to twelfth since FY2017

Pharr District remained in third place from FY2017 through FY2023, and ranks second in FY2024.

Bryan District's rank rose from tenth in FY2018 to third in FY2024.

Odessa rose from eleventh from FY2017 through FY2019, to fifth in FY2024.

Chart 10.

Ranked historical funding by annual UTP allocation and TxDOT district, all fund categories (Cat 2, 4, and 12 funded projects only)

TxDOT District	2017	2018	2019	2020	2021	2022	2023	2024
Amarillo	13	13	14	13	14	13	14	14
Atlanta	14	14	12	11	11	10	11	11
Austin	2	2	2	1	1	1	1	1
Beaumont	7	4	4	5	5	4	5	6
Bryan	5	10	5	4	4	5	4	3
Corpus Christi	10	8	9	8	8	8	6	7
El Paso	4	5	6	10	9	11	12	12
Laredo	12	12	13	12	12	12	9	10
Odessa	11	11	11	7	6	6	8	5
Pharr	3	3	3	3	3	3	3	2
San Antonio	1	1	1	2	2	2	2	4
Tyler	8	9	10	9	10	9	10	8
Waco	9	7	8	14	13	14	13	13
Yoakum	6	6	7	6	7	7	7	9

Measured by starting let year, UTP allocations to El Paso are still less than those of competing TxDOT districts

Chart 11.

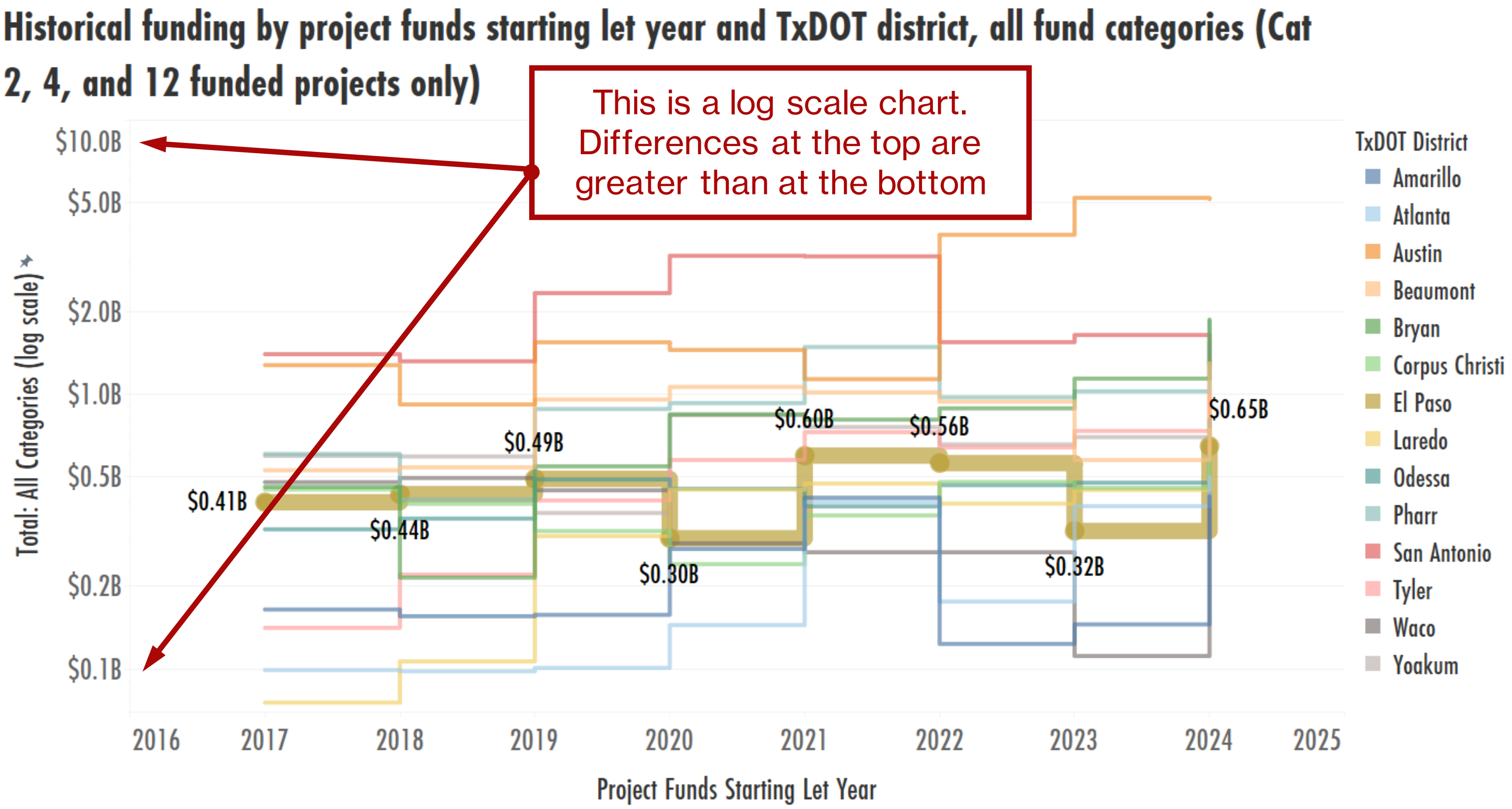


Chart 12.

El Paso's rank by project starting let year dropped from sixth to twelfth from FY2019 through FY2023

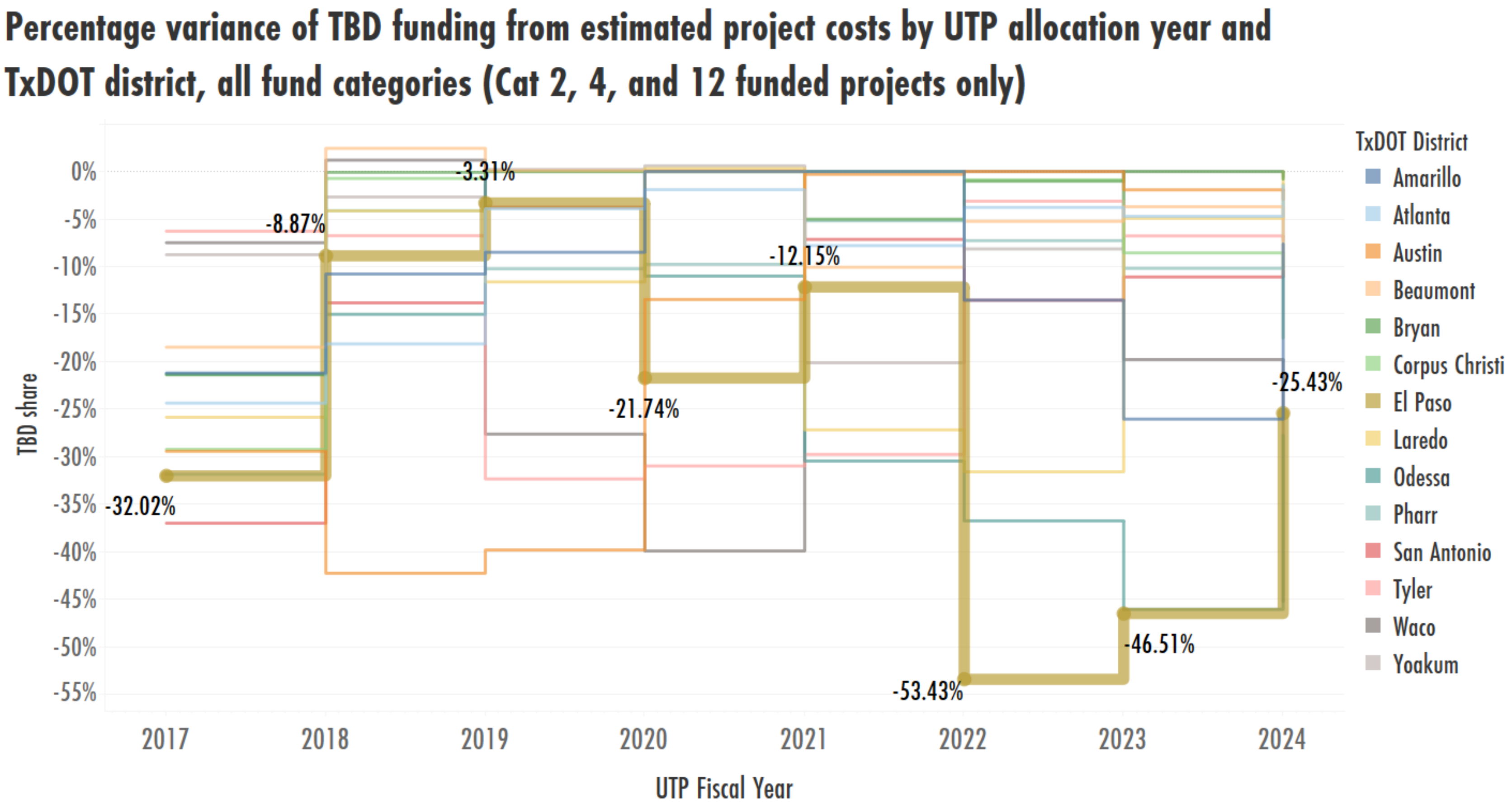
- Bryan District ranks second in FY2024, up from eleventh in FY2018.
- Yoakum District is fourth in FY2024, having ranked sixth from FY2020 through FY2023.
- (Waco is blank for FY2022, as no Cat 2, 4, or 12 project funds were let there that year.)

Ranked historical funding by project funds starting let year and TxDOT district, all fund categories (Cat 2, 4, and 12 funded projects only)

TxDOT District	2017	2018	2019	2020	2021	2022	2023	2024
Amarillo	11	12	13	12	10	13	13	14
Atlanta	13	14	14	14	11	12	11	13
Austin	2	2	2	2	3	1	1	1
Beaumont	5	4	3	3	4	4	7	5
Bryan	7	11	5	5	5	5	3	2
Corpus Christi	8	8	11	13	13	9	9	11
El Paso	9	6	6	10	8	8	12	10
Laredo	14	13	12	9	9	11	10	9
Odessa	10	9	7	8	12	10	8	8
Pharr	3	7	4	4	2	3	4	3
San Antonio	1	1	1	1	1	2	2	6
Tyler	12	10	9	7	7	7	5	7
Waco	6	5	8	11	14		14	12
Yoakum	4	3	10	6	6	6	6	4

El Paso district has seen double-digit shares of project funding "to be determined" (TBD) annually since FY2019

Chart 13.



El Paso’s unfunded “TBD” shares of estimated costs have ranked fifth or higher among the 14 districts for five consecutive years

- Odessa district has also seen relatively large TBD shares since FY2019.
- Bryan and Yoakum districts ranked lowest in FY2023 and FY2024, each with fewer that one percent of projects unfunded.

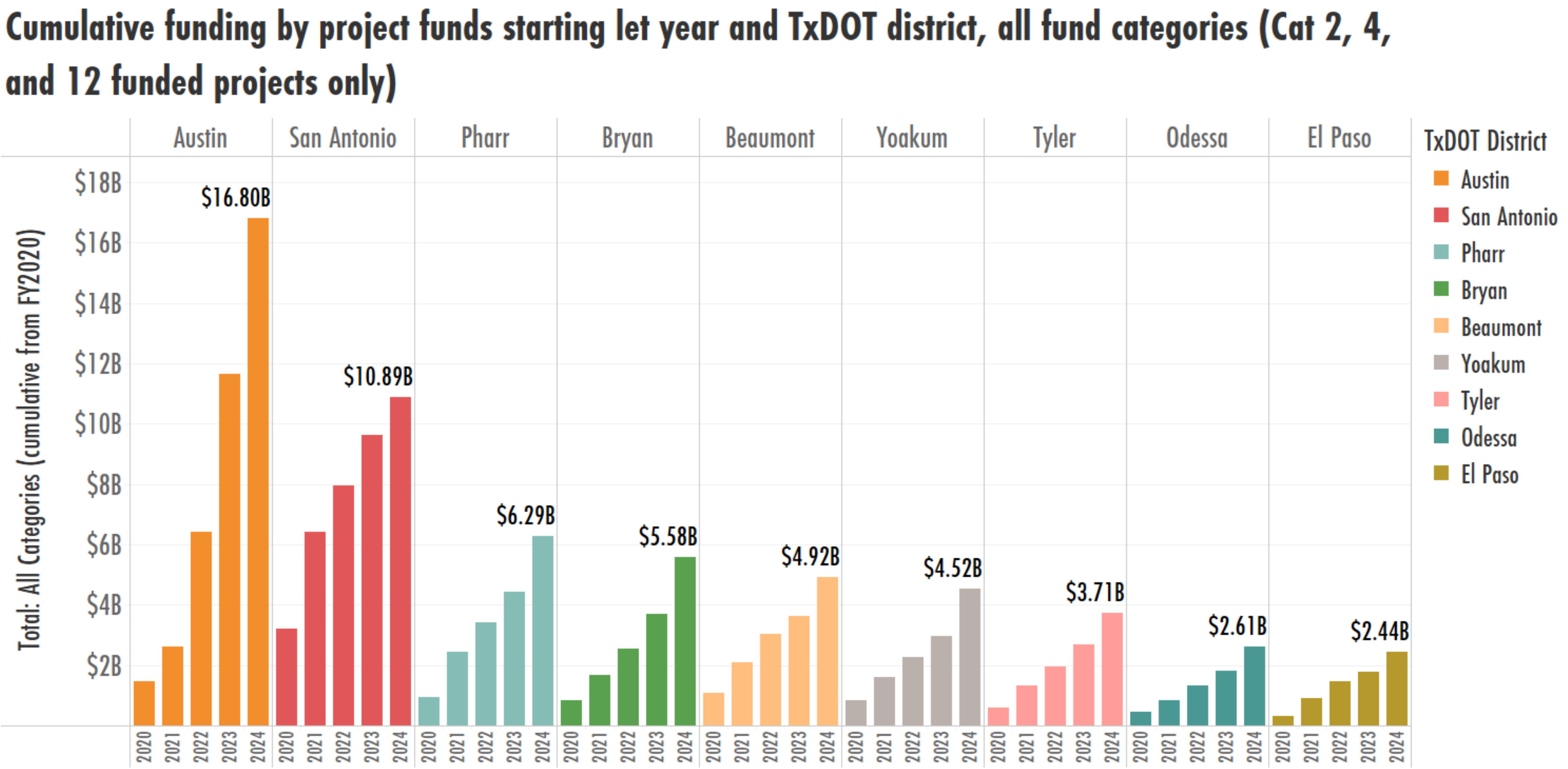
Chart 14.

Ranked historical funding by TBD share and TxDOT district, all fund categories (Cat 2, 4, and 12 funded projects only)

TxDOT District	2017	2018	2019	2020	2021	2022	2023	2024
Amarillo	10	5	6	9	12	5	3	7
Atlanta	7	2	7	7	7	9	10	10
Austin	4	1	1	4	11	14	12	9
Beaumont	11	14	13	9	6	8	11	5
Bryan	8	12	10	8	10	11	14	12
Corpus Christi	5	11	10	9	12	12	7	4
El Paso	2	6	9	3	5	1	1	3
Laredo	6	8	4	13	3	3	9	14
Odessa	9	3	12	5	1	2	2	2
Pharr	3	9	5	6	9	7	6	11
San Antonio	1	4	8	12	8	4	5	6
Tyler	14	7	2	2	2	10	8	8
Waco	13	13	3	1	12	13	4	1
Yoakum	12	10	14	14	4	6	13	13

Cumulative UTP funding in Cats 2, 4, and 12 shows El Paso ninth among the 14 districts, trailing not only Austin and San Antonio, but also Bryan, Beaumont, and Yoakum districts

Chart 15.



This chart is referenced throughout Appendix A.

Summary observations

1. The UTP disadvantages El Paso district in comparison with districts of similar populations and traffic measures.

2. Fund allocations have El Paso competing with less populous, less traffic-burdened districts.

3. Allocations to El Paso from Categories 4 and 12 are especially tight-fisted.

4. The UTP leaves El Paso behind nine or more competing districts in the proportion of allocated funds to cost estimates.

Appendix A

Here we illustrate the largest internal components of transportation funding by each of the nine districts in Chart 15. Proportions of fund Categories 2, 4, and 12 are shown as to their respective shares of overall funding to each of these districts in comparison with El Paso.

Categories 2, 4, and 12 are the leading TxDOT fund categories; but for projects funded by these categories, funds from eight of the nine other categories may be drawn

Category 1 Preventive maintenance and rehabilitation	Category 2 Metropolitan and urban area corridor projects	Category 3 Non-traditionally funded transportation projects	Category 4 Statewide connectivity corridor projects
Category 5 Congestion mitigation and air quality improvement	Category 6 Structures replacement and rehabilitation	Category 7 Metropolitan mobility and rehabilitation	Category 8 Safety
Category 9 Transportation alternatives program	Category 10 Supplemental transportation projects	Category 11 District discretionary	Category 12 Strategic priority

Most funds to El Paso district were previously allocated from Category 2, but the balance began to shift to Category 12 in FY2020

Chart 16.

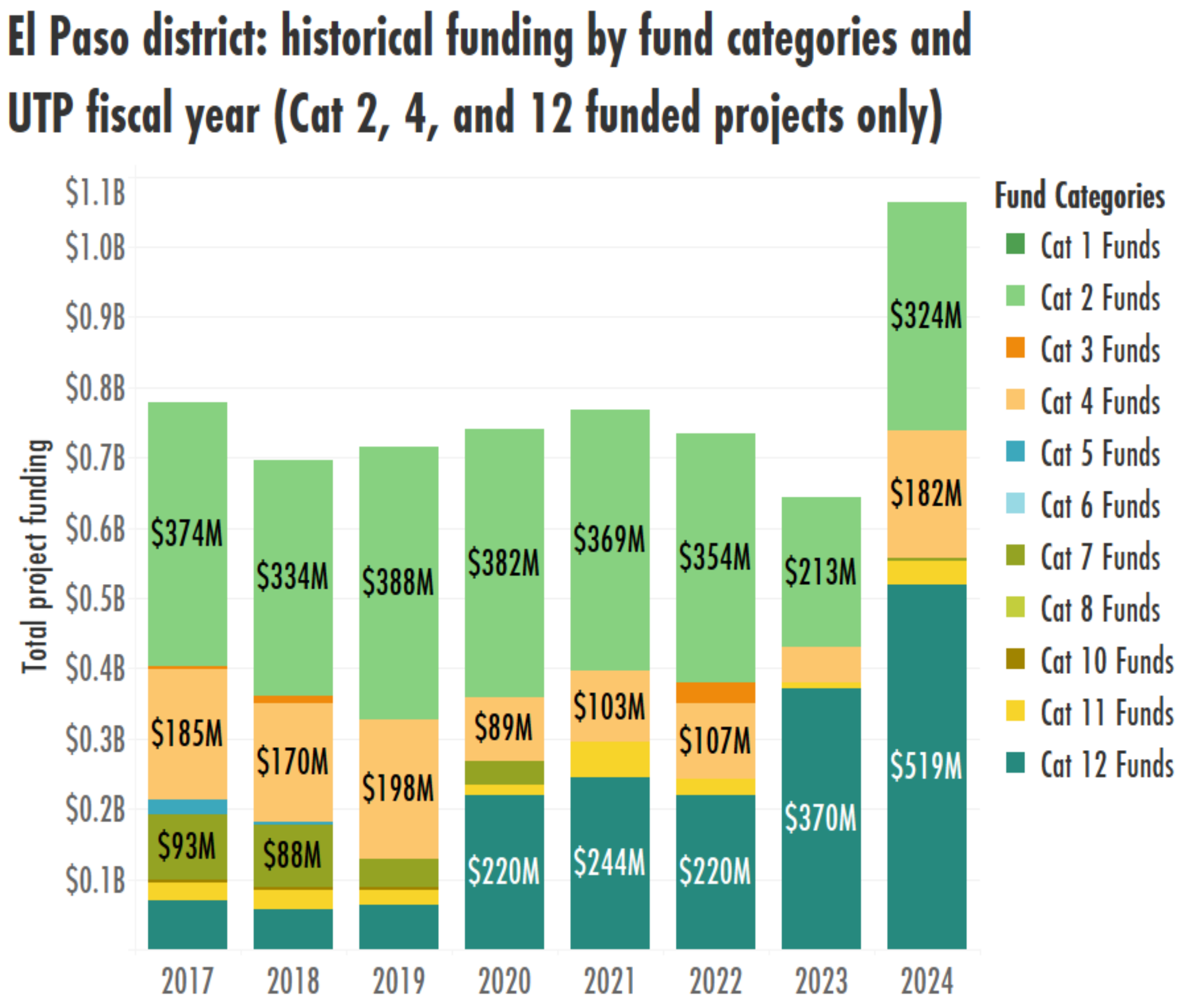


Chart 17.

On the basis of starting let years, the increase in Category 12 funds to El Paso became effective as funding to projects in FY2021

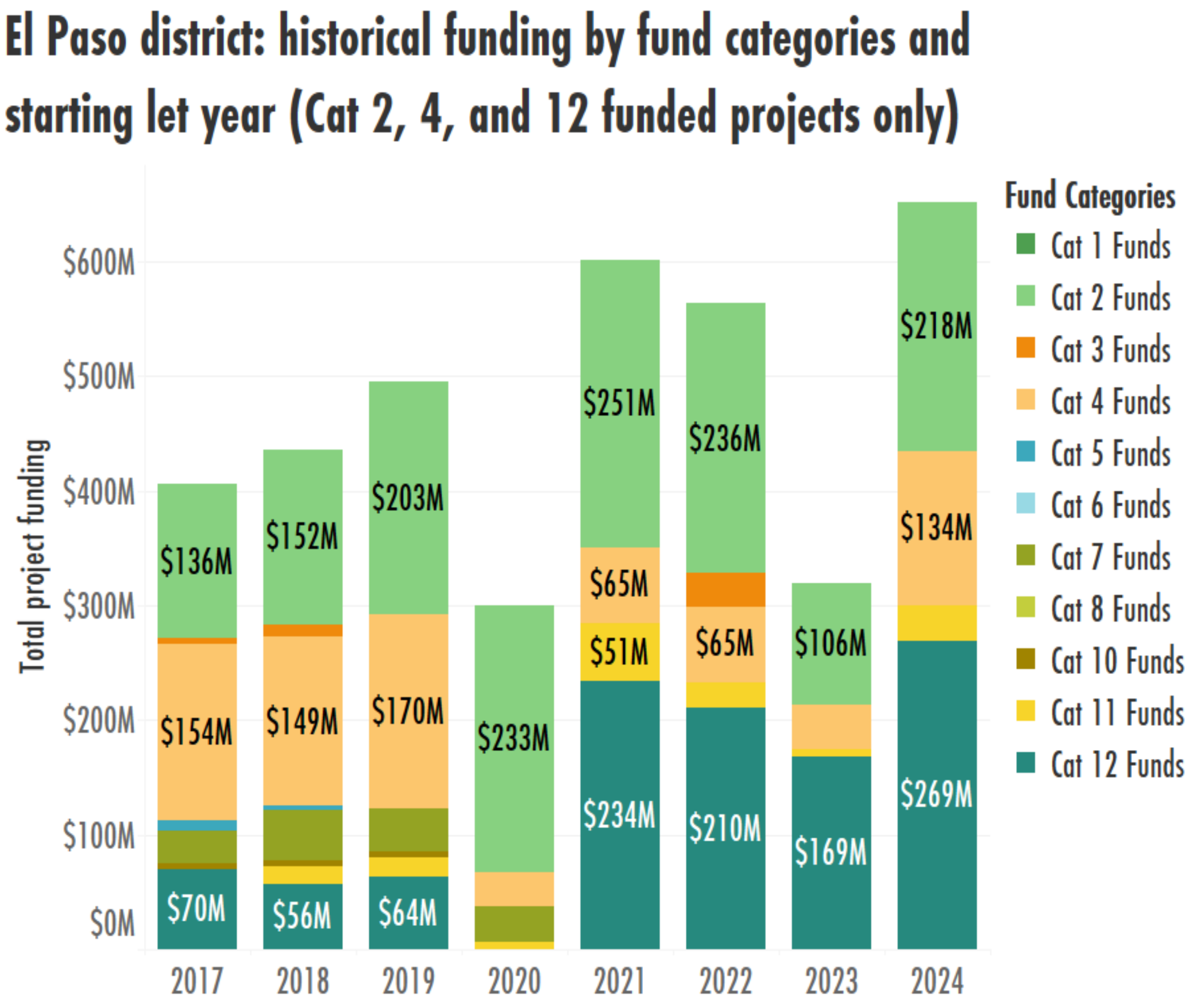
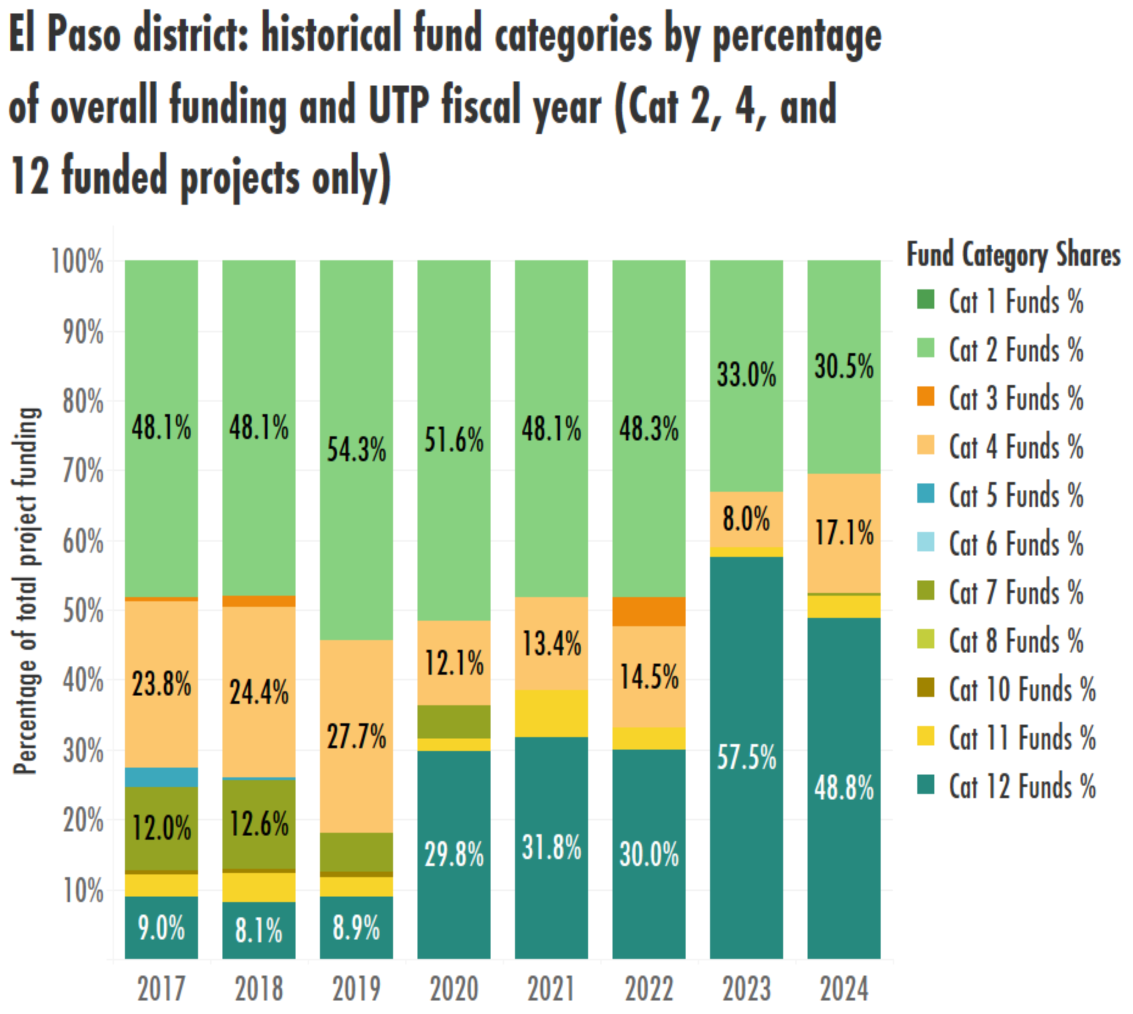


Chart 18.



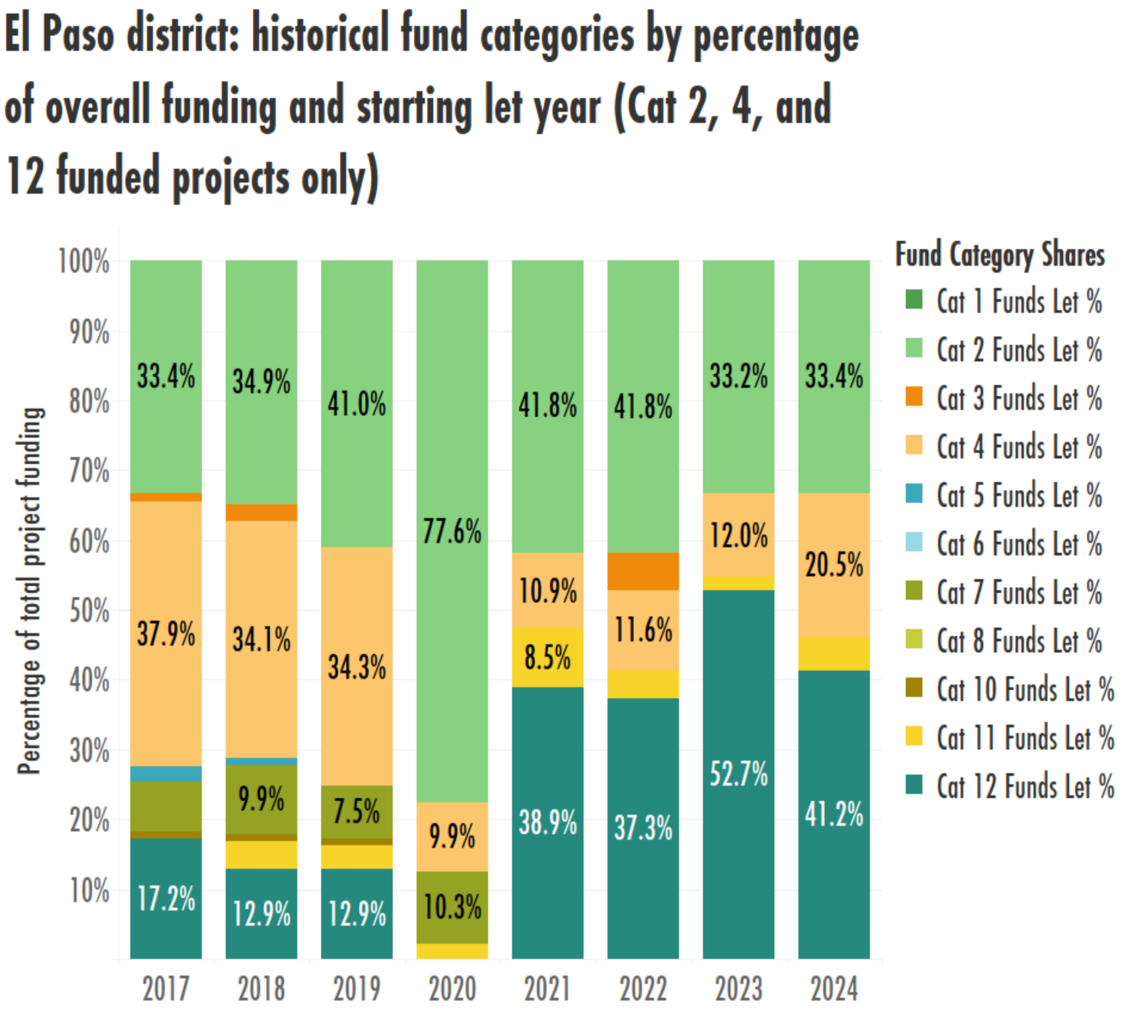
This shift from Cat 2 to Cat 12 is easily observed in a 100% stacked column chart, showing the percentage of each to overall funding

In their starting let years, Cat 2 funds to El Paso district peaked in FY2020, and now comprise only a third of all funds to projects*

Notably among these 14 districts, El Paso and Waco received the greatest allocations from Category 2. **None of the other districts averaged more that 40 percent of funds from Category 2 since FY2017.** !

*All charts illustrate only funding for projects receiving funds from Categories 2, 4, and 12. These projects may also have been allocated funds from other categories.

Chart 19.



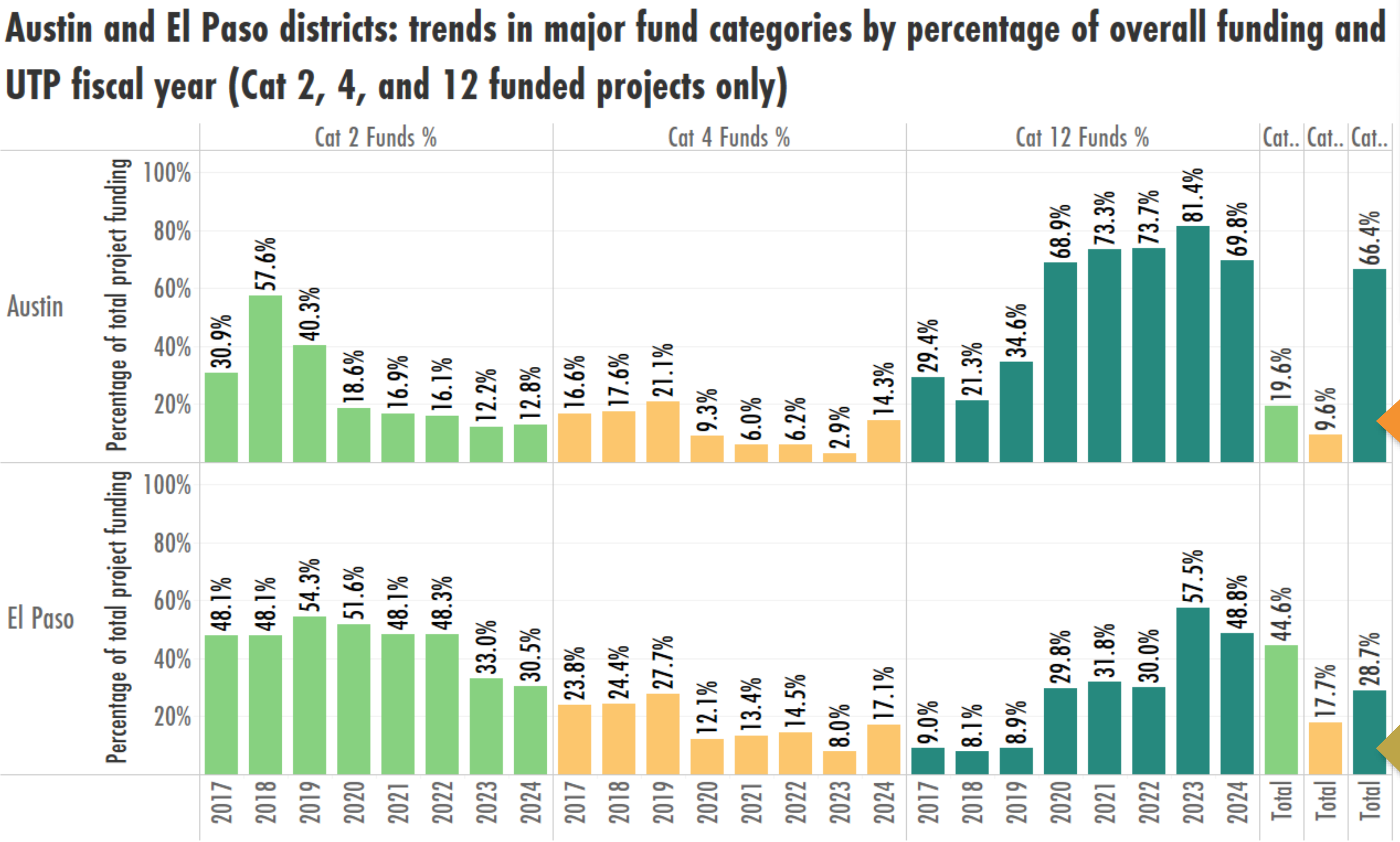
El Paso competes with larger districts for Category 12 Strategic Priority funds, and with smaller districts for Category 4 Metropolitan and Urban Area Corridor funds

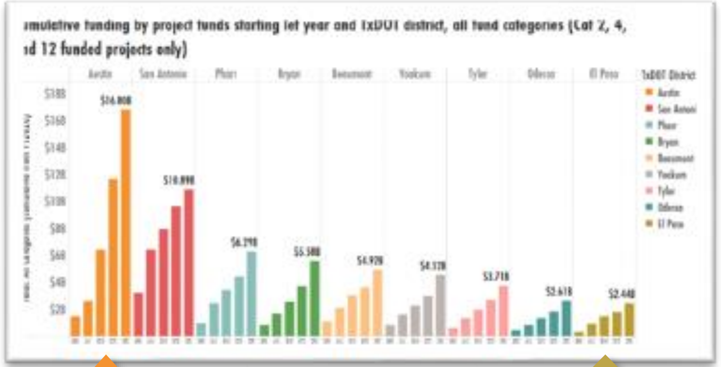
The following charts in Appendix A show how **proportional shares** of **Category 2, 4,** and **12** funds compare between **El Paso district** and each of the districts with which El Paso competes for these principal transportation funds.

The districts selected are those seen leading El Paso in **Chart 15, "Cumulative UTP funding in Cats 2, 4, and 12"** on page 21.

These charts show the variable funding shares among these districts. **San Antonio, Pharr** and **Tyler** districts present proportional shares of funds most similar to those of El Paso. ***Others vary widely***.

The greatest UTP allocations of funds to Austin district were from Category 12, averaging* 66 percent since FY2017, and peaking at 81 percent in FY2023

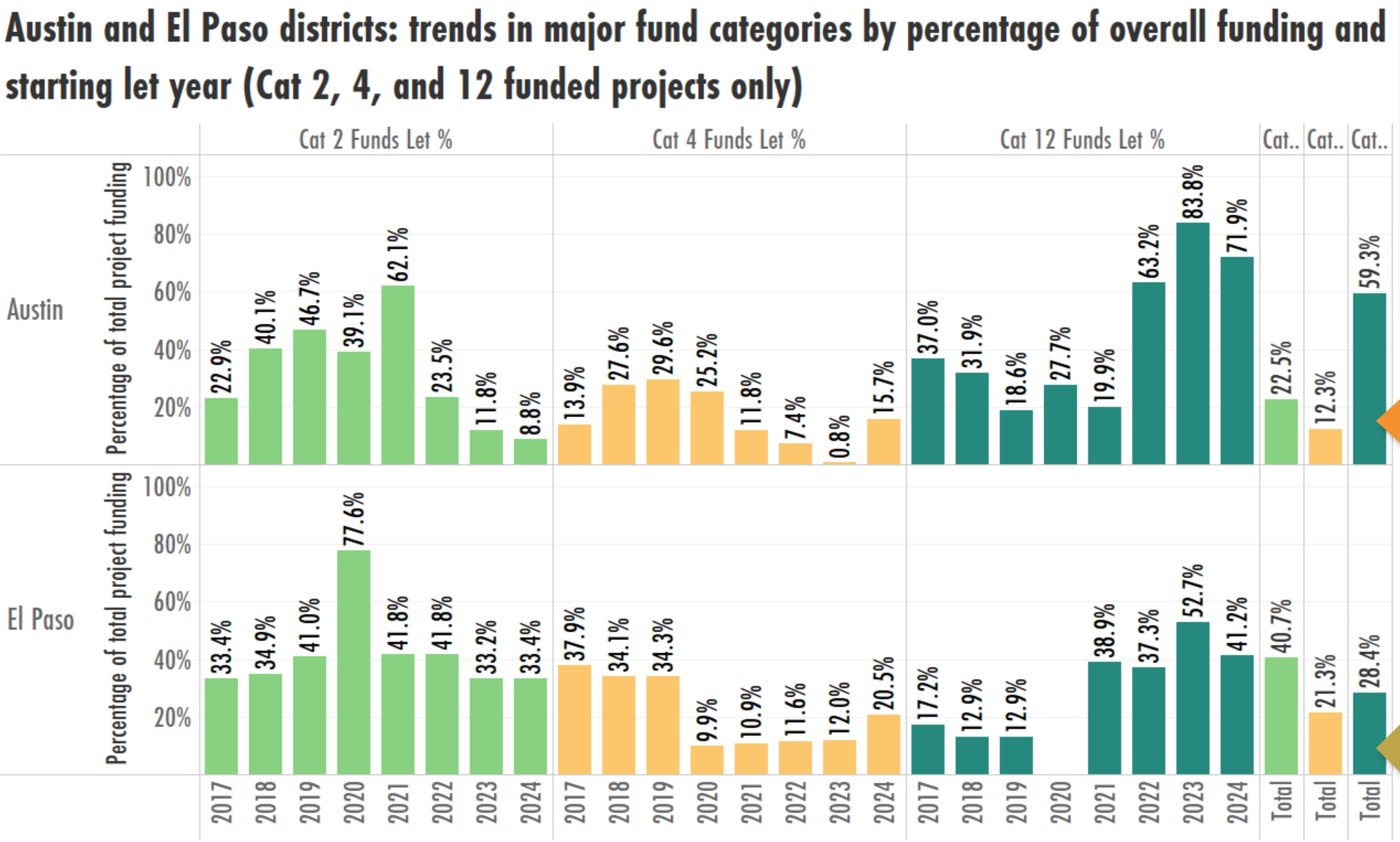




*Row totals in these charts comprise the total of the indicated funds to the subject district divided by the number of fiscal years.

Chart 20.

Based on the initial year of let funds, Cat 12 funds drawn by Austin averaged slightly less than 60 percent of all fund sources, with less than a quarter of funds from Category 2



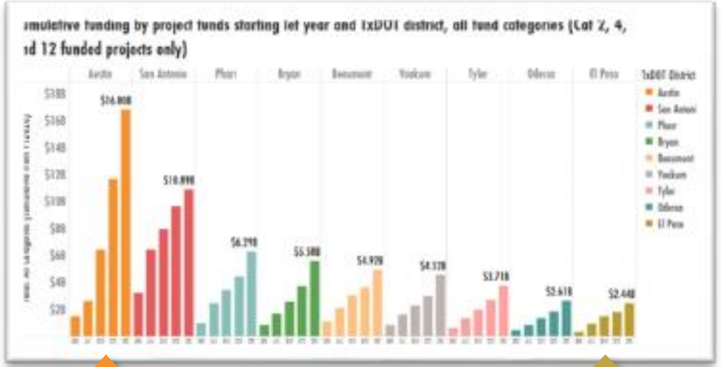
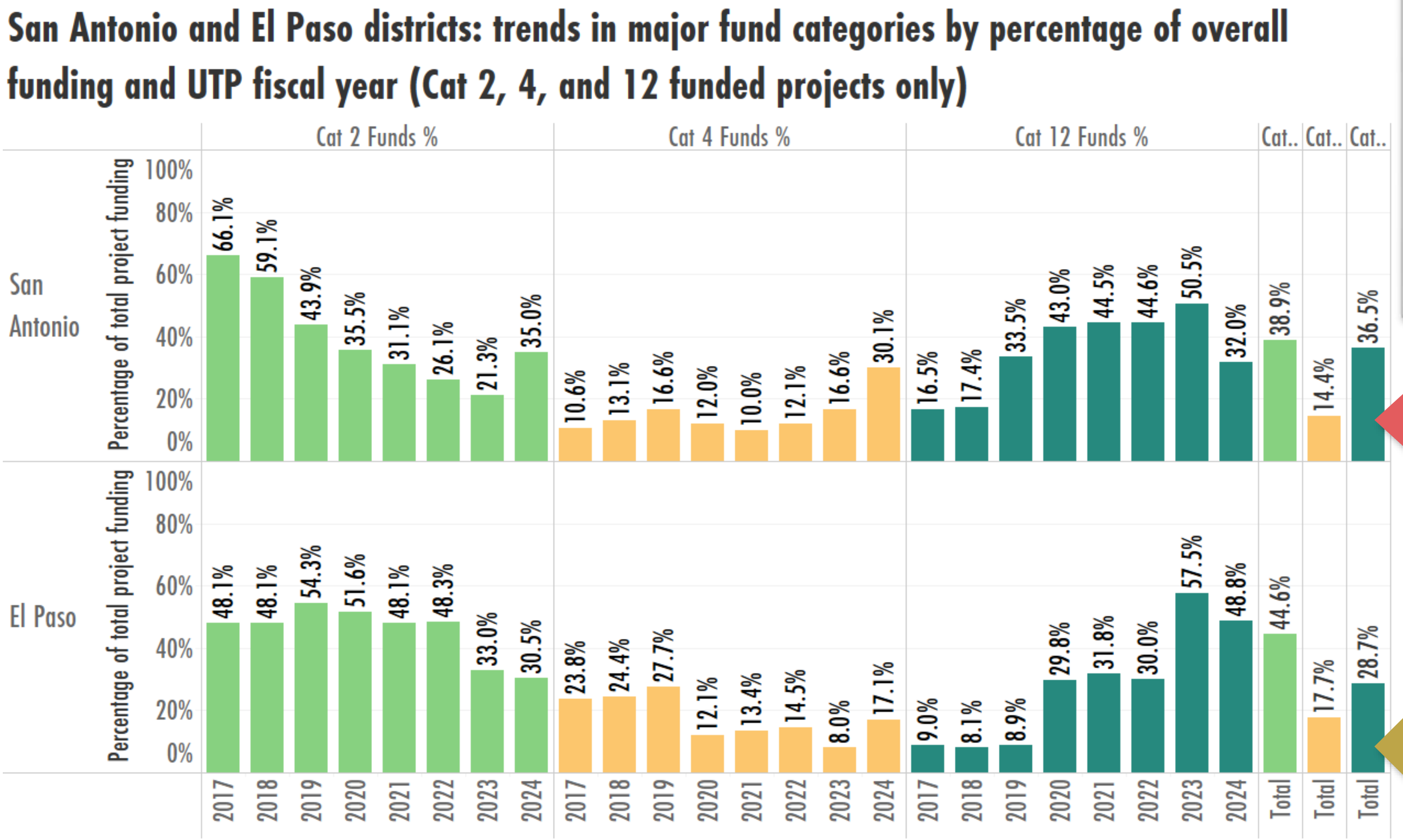


Chart 21.

Second to El Paso in its proportion of Category 2 funds to overall allocations, San Antonio gradually displaced Cat 2 with Cat 12 as the principal fund source from FY2017–23



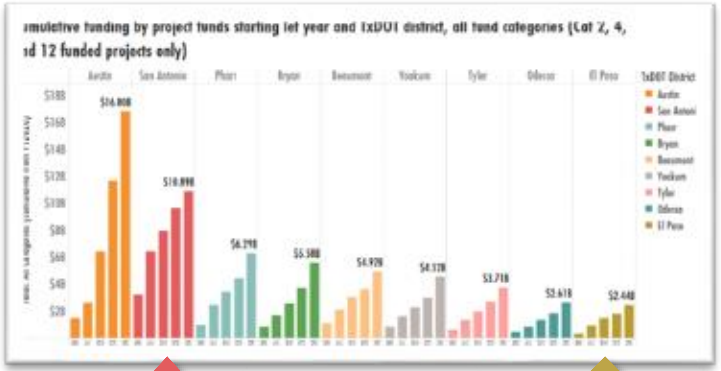
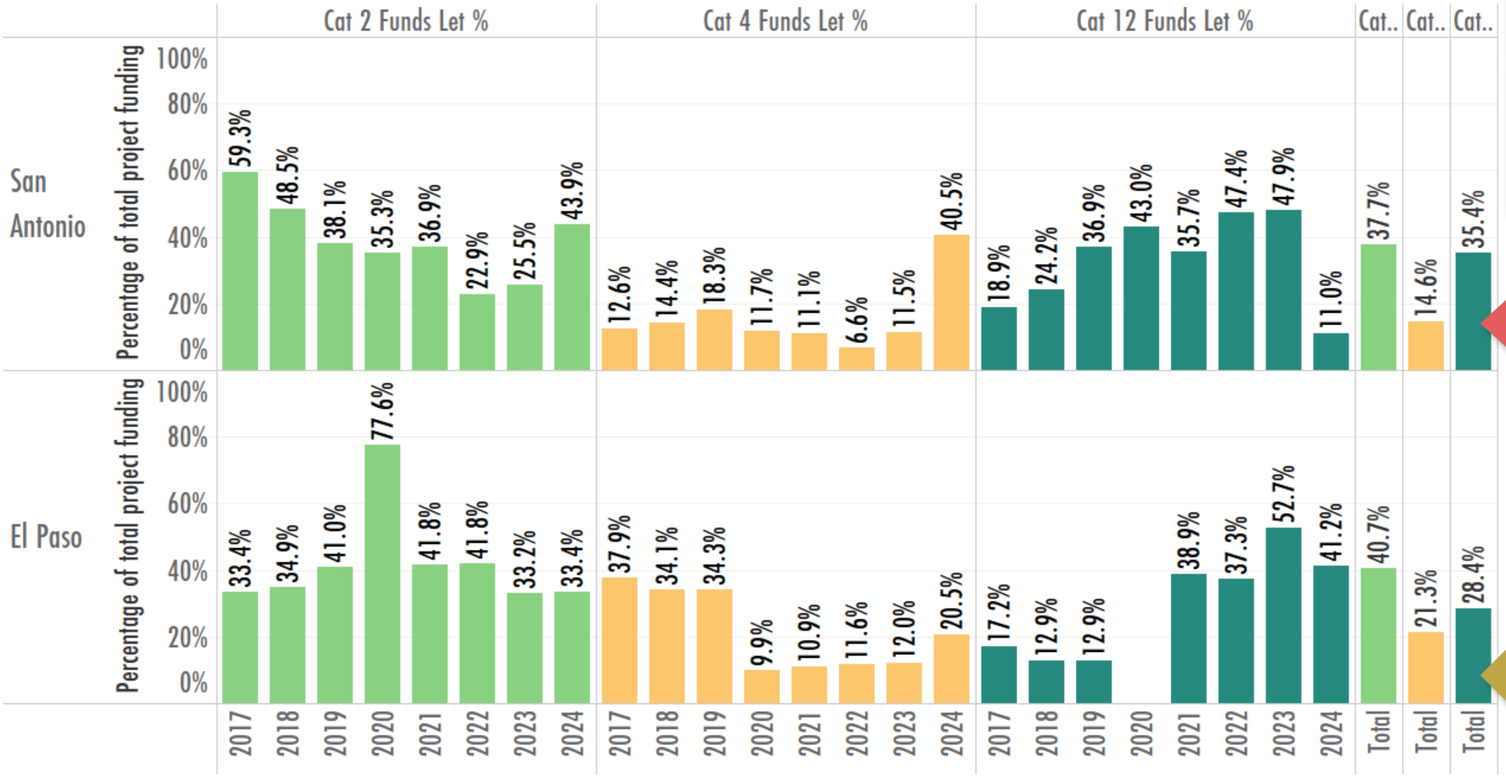


Chart 22.

San Antonio's shares from all three categories in proportion to all funds let annually matched their allocated shares, with a shift from Category 12 to Categories 2 and 4 in FY2024

San Antonio and El Paso districts: trends in major fund categories by percentage of overall funding and starting let year (Cat 2, 4, and 12 funded projects only)



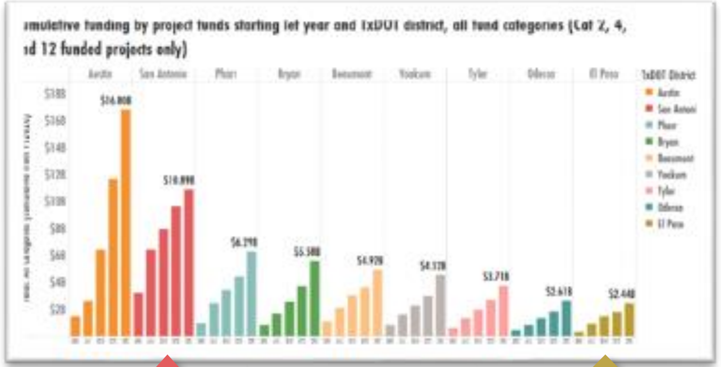


Chart 23.

Proportions by funds of Pharr district's allocations are similar to those of El Paso, with 10-12 percent more of the total allocation drawn from Cat 4 rather than Cat 2 funds

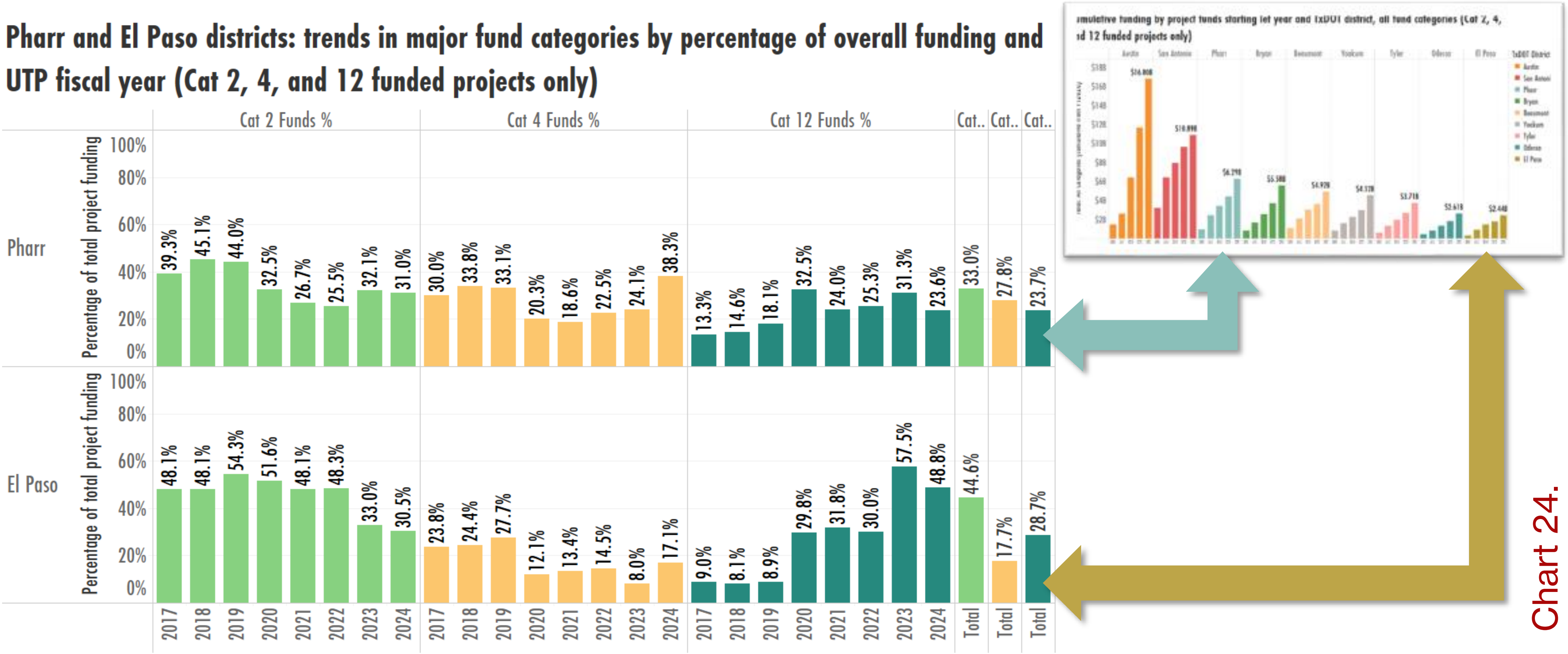
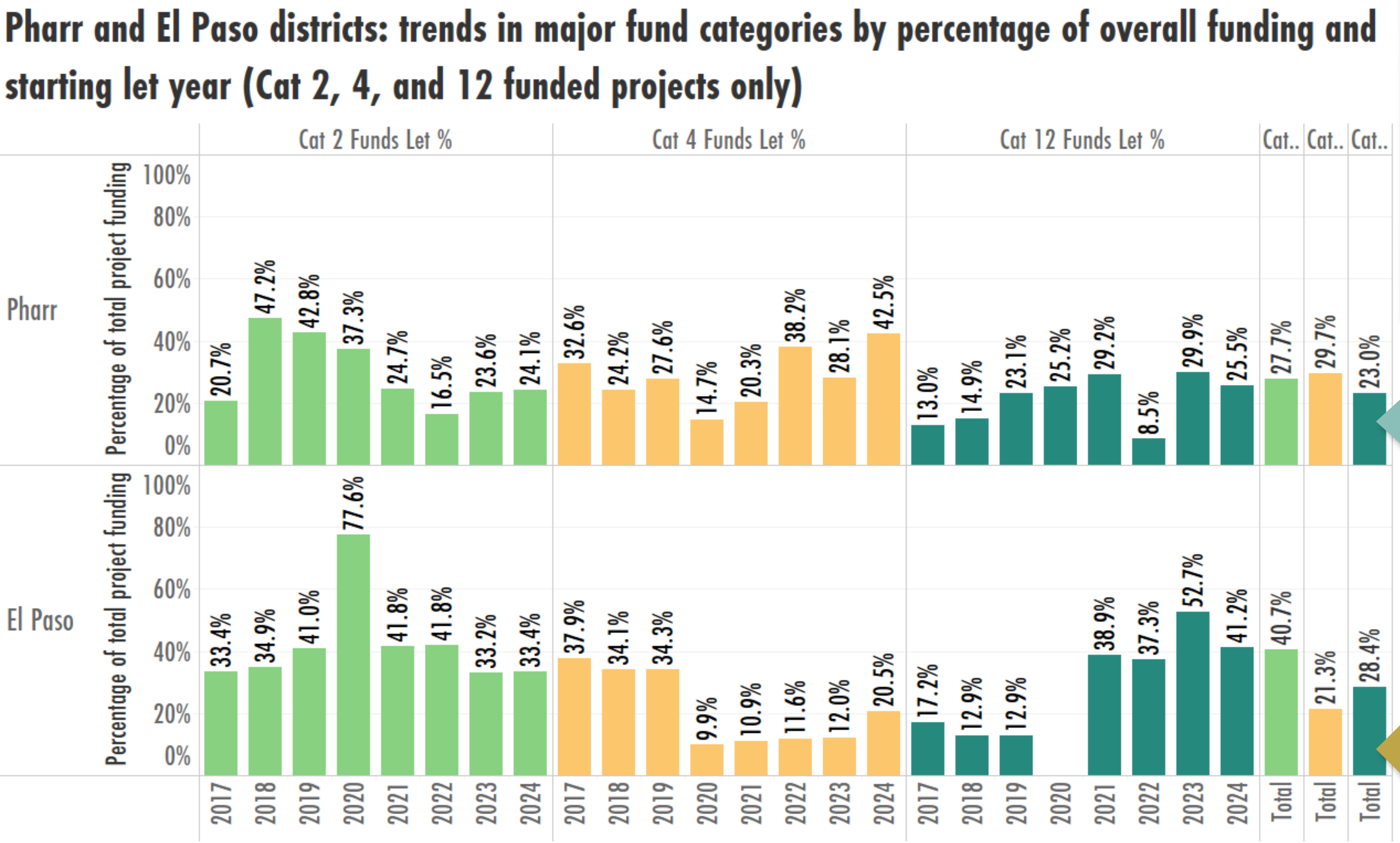


Chart 24.

Pharr district's proportions of funds let for projects also resemble those of El Paso, except for irregular increases in Cat 4 since FY2020, and less from Cat 2 since that year



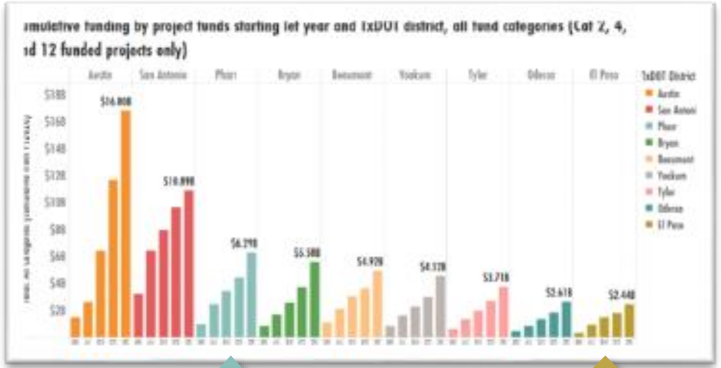


Chart 25.

More than half of Bryan's funds (61 percent over seven years) have been allocated from Category 4, although that proportion has fallen from 92 percent in FY2017

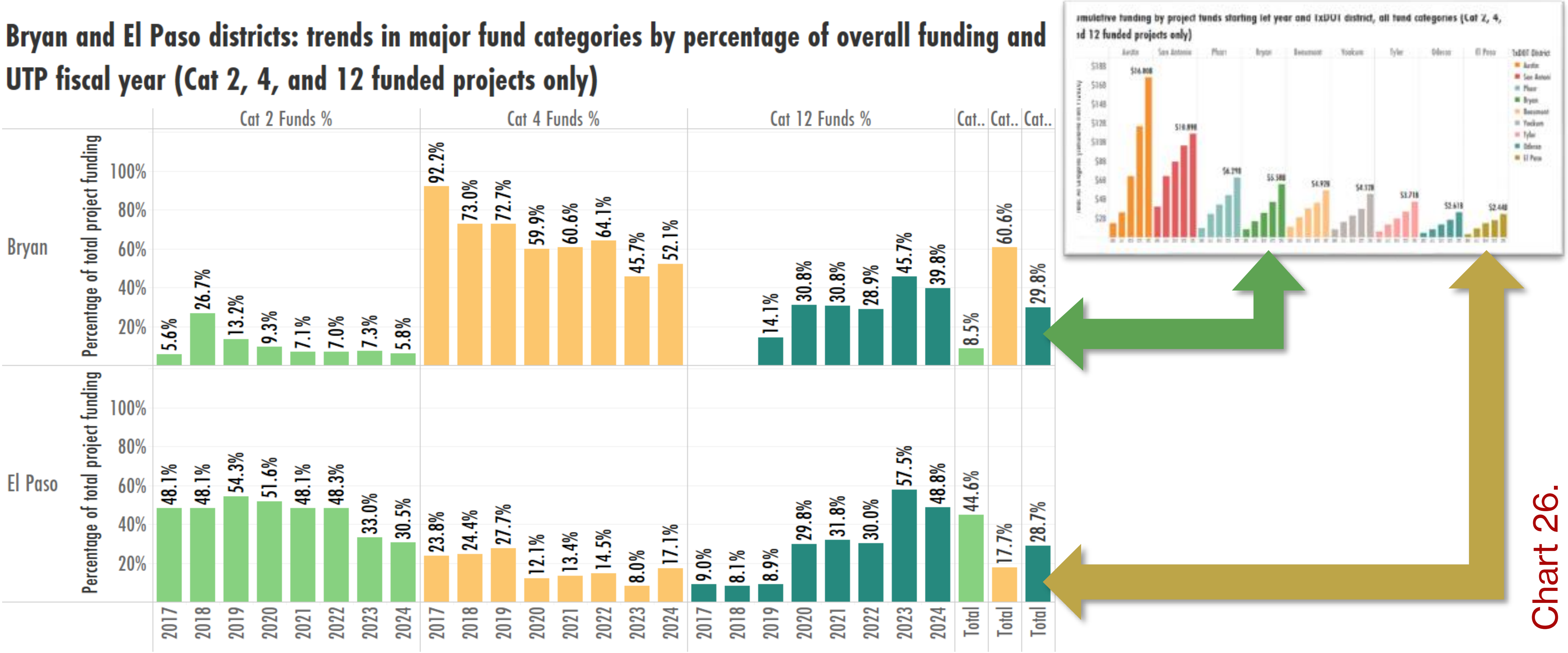
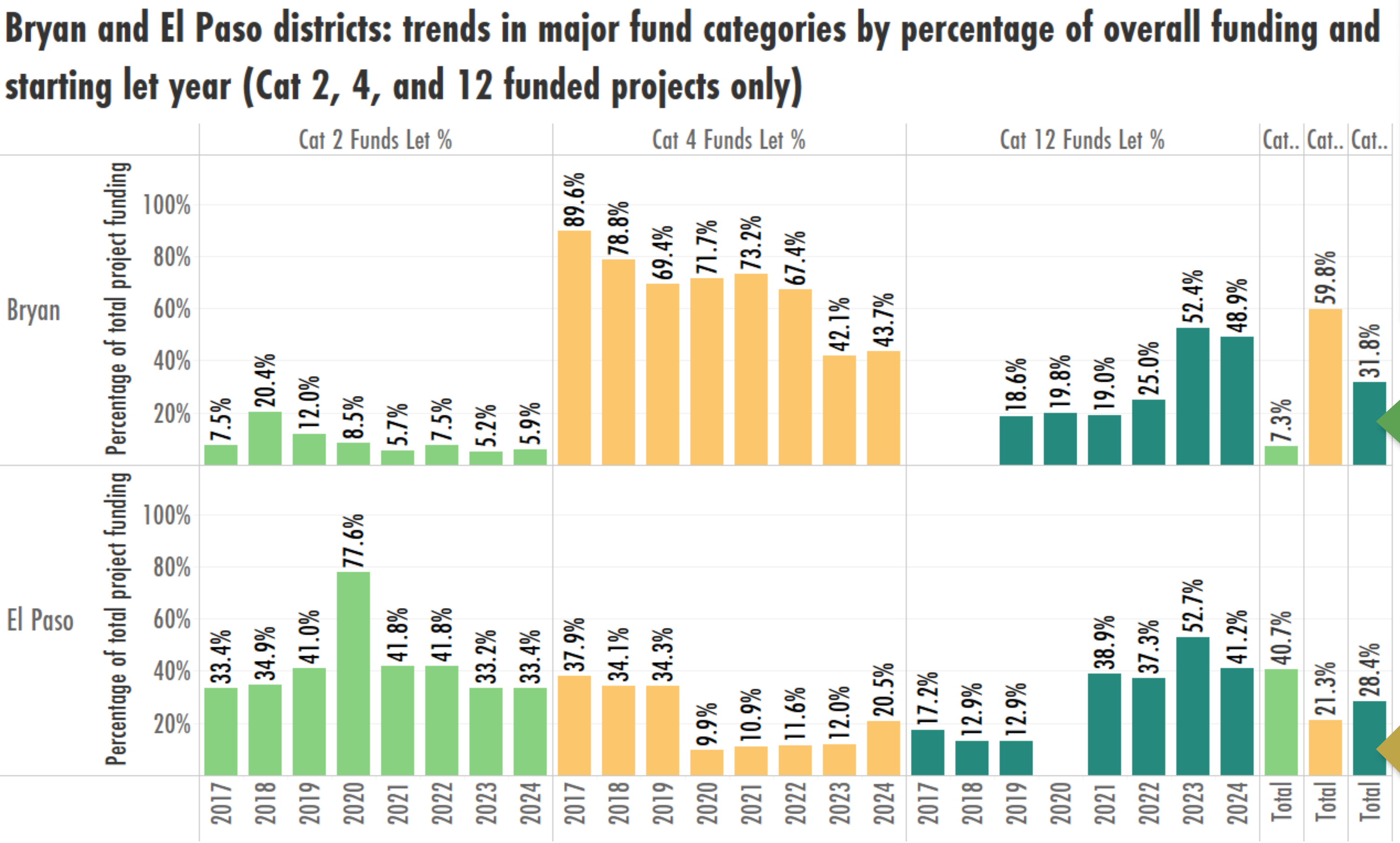


Chart 26.

Like fund allocations, most funds let for projects in Bryan district have been from Category 4; but about half were from Category 12 in FY2023 and FY2024



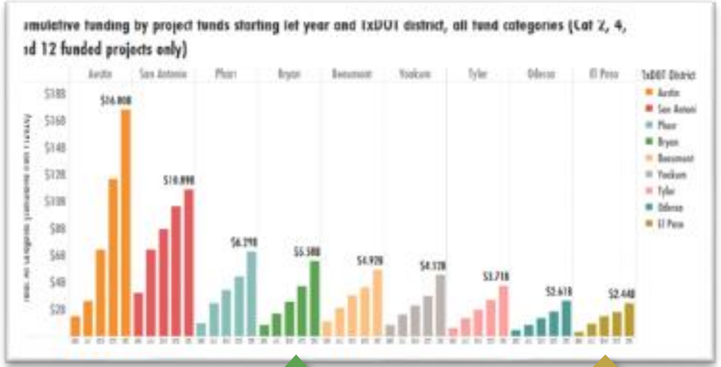


Chart 27.

Beaumont's proportion of Category 4 allocations has been rising, while Category 12 allocations in proportion to the district's total consistently comprise about half of all funds

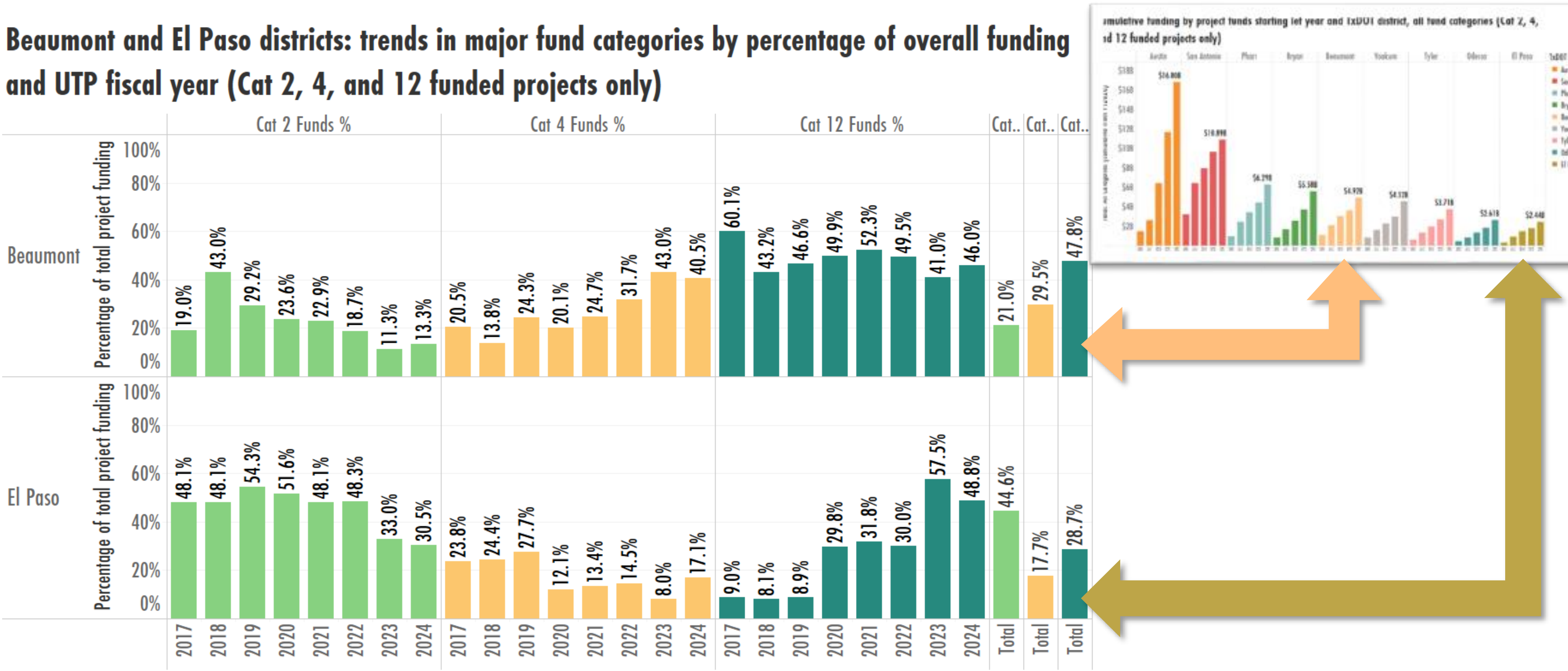


Chart 28.

Increasing Category 4 allocations to Beaumont just began to be felt as funds let for projects in 2024, but the Category 12 share of these funds has been greatest since FY2017

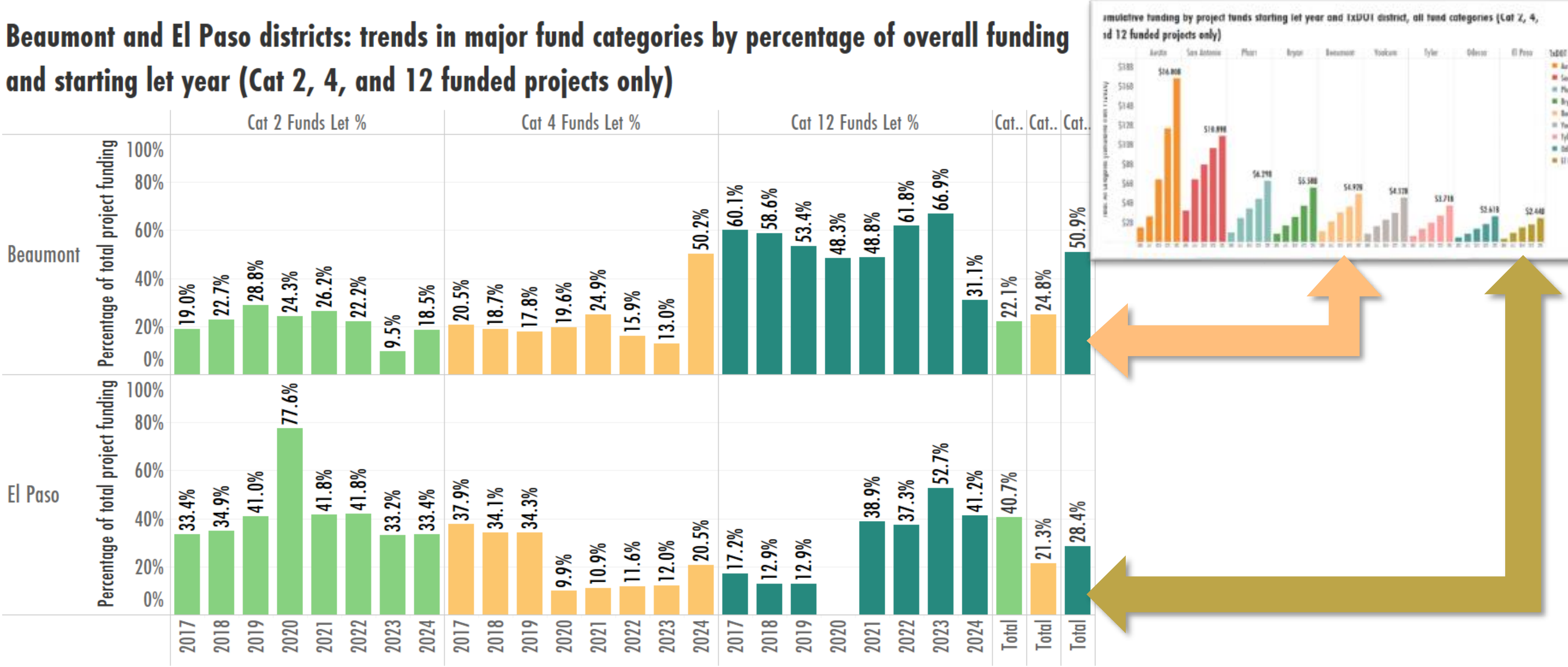
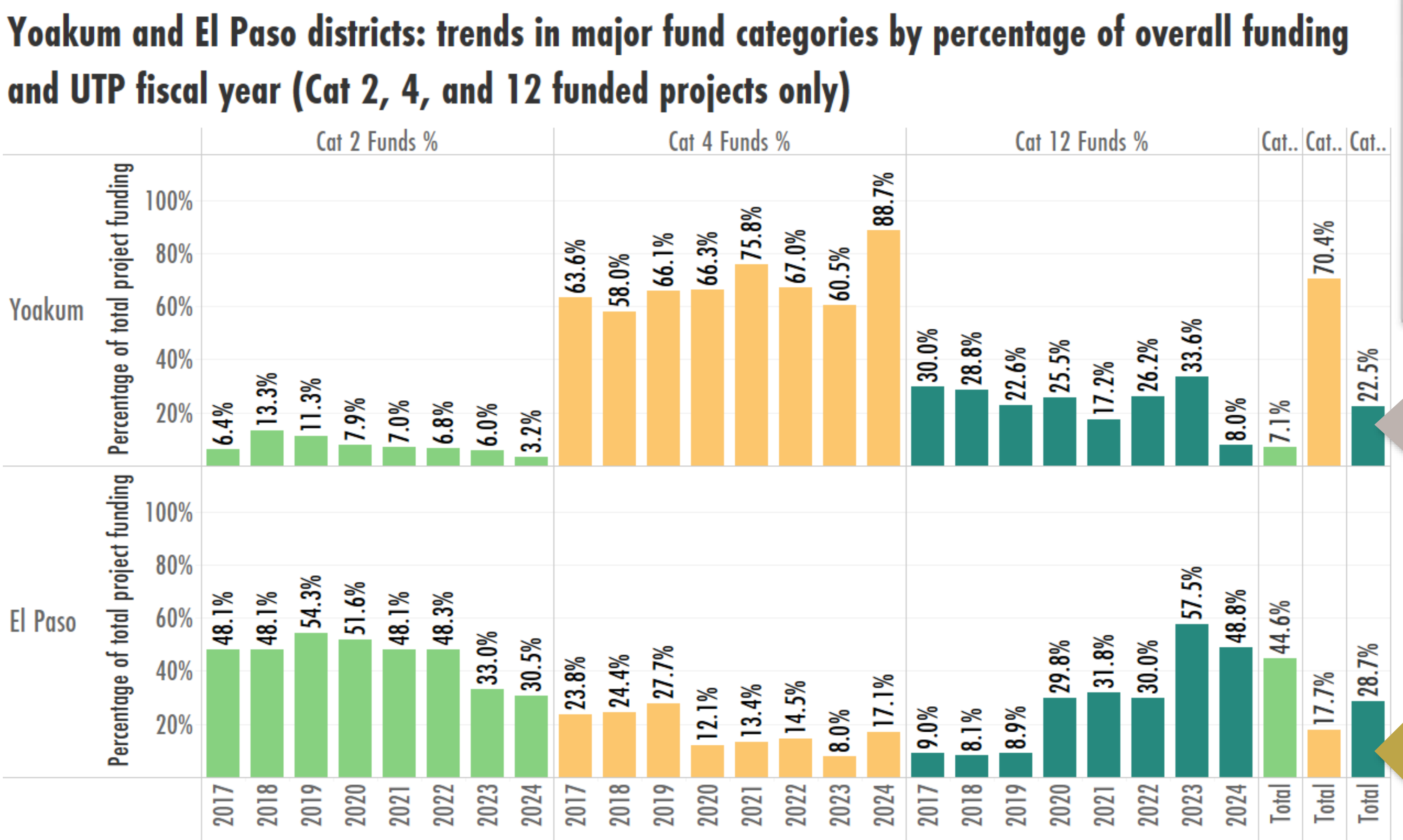


Chart 29.

Like Bryan, Yoakum district relies heavily upon Category 4 funds; and the proportion from this category to Yoakum's overall funding is being sustained at 70 percent annually



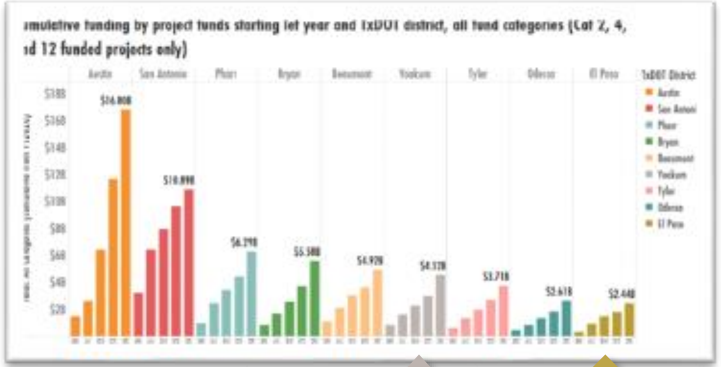


Chart 30.

On the basis of funds let for project construction, the proportion of Category 4 funds to Yoakum has risen, while Category 12 funds have decreased

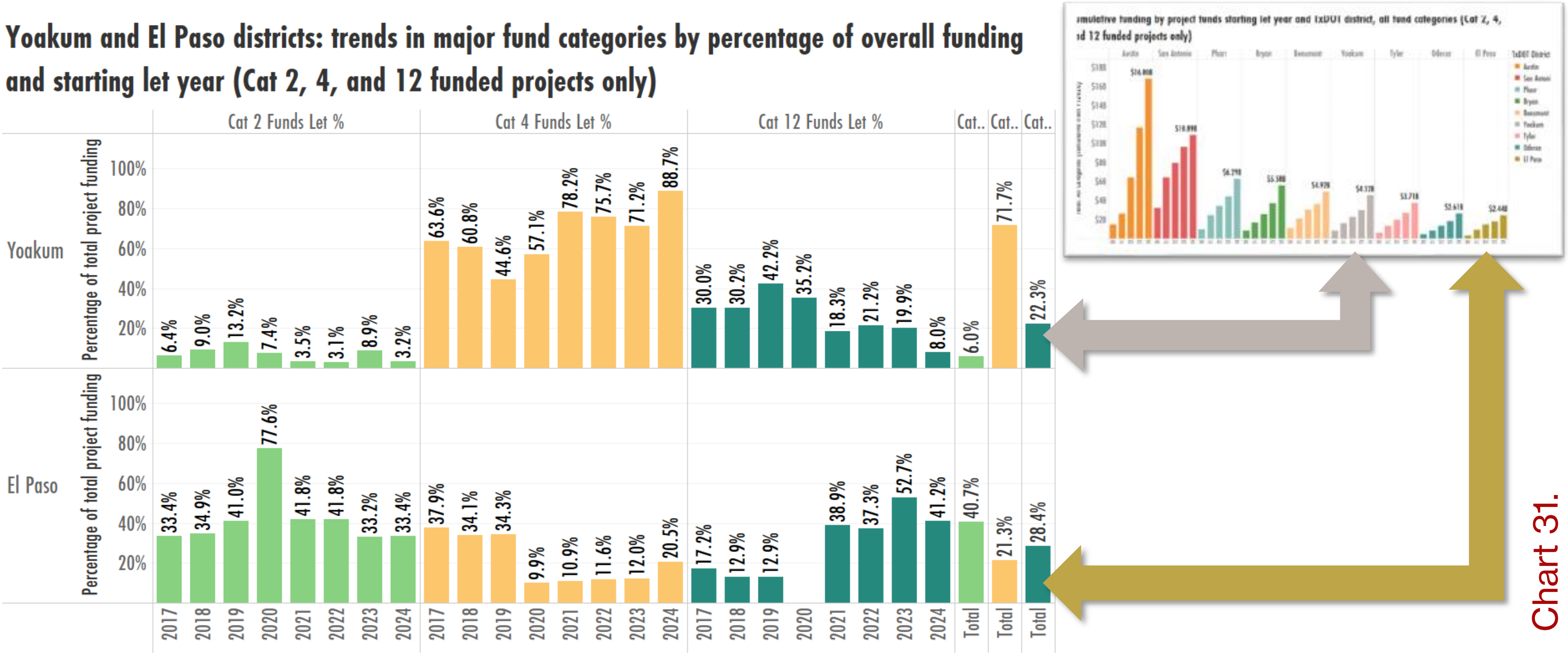
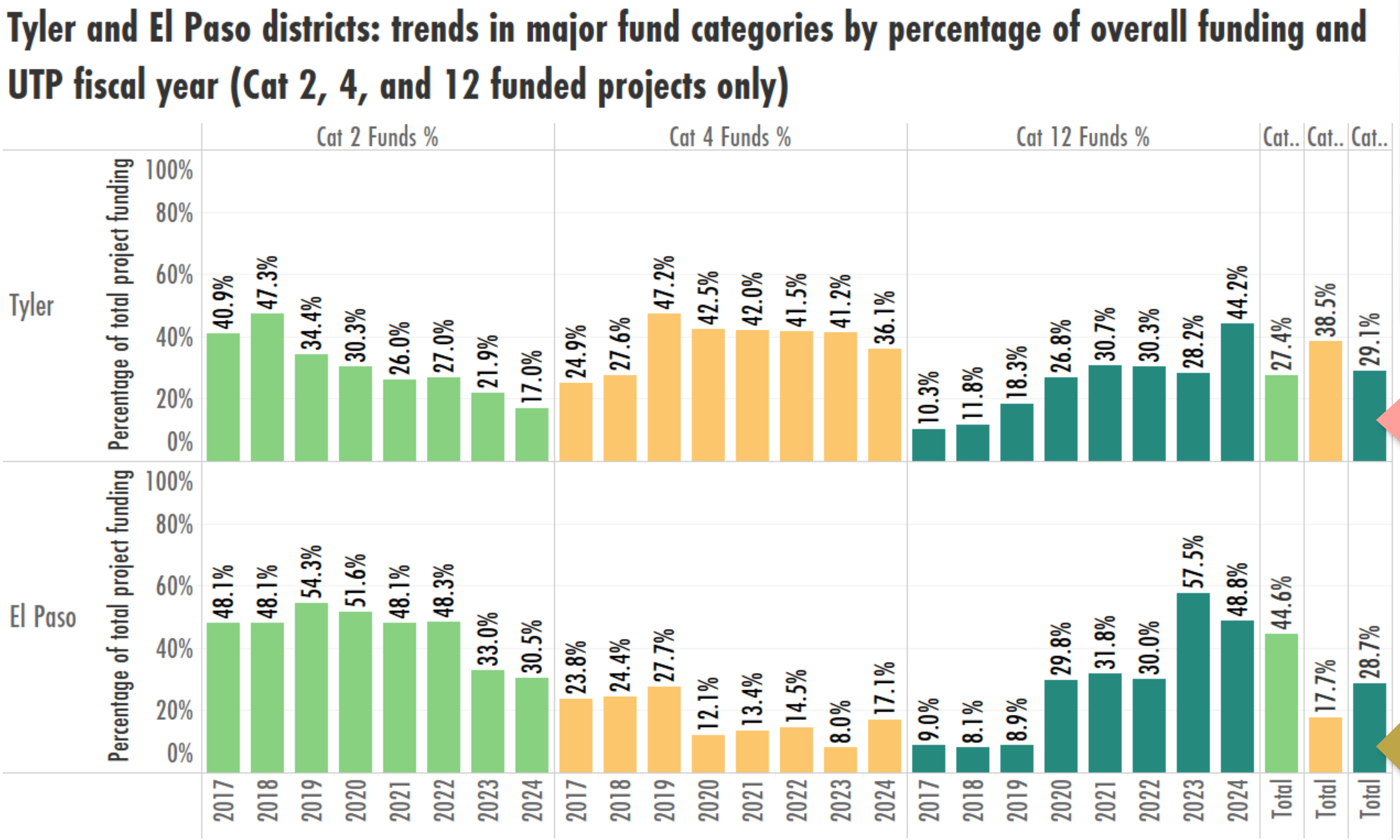


Chart 31.

Tyler district's funding allocations are not unlike those of El Paso; but Tyler has relied more heavily on Cat 4, as funding shares from Cat 2 decline and those from Cat 12 rise



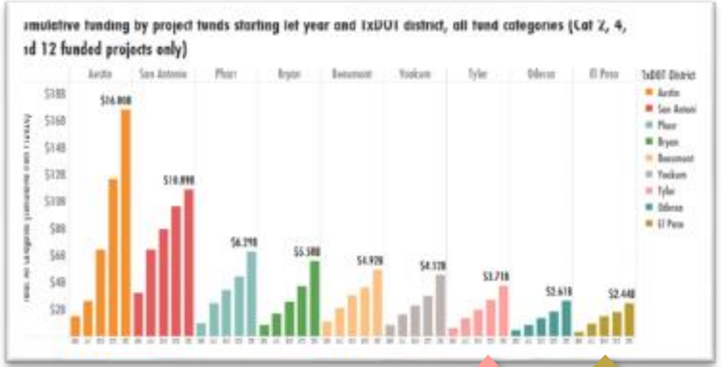


Chart 32.

The steady shares of funds let for Tyler district projects comprise greater than 40 percent drawn from Category 4, and about a quarter each from Categories 2 and 12

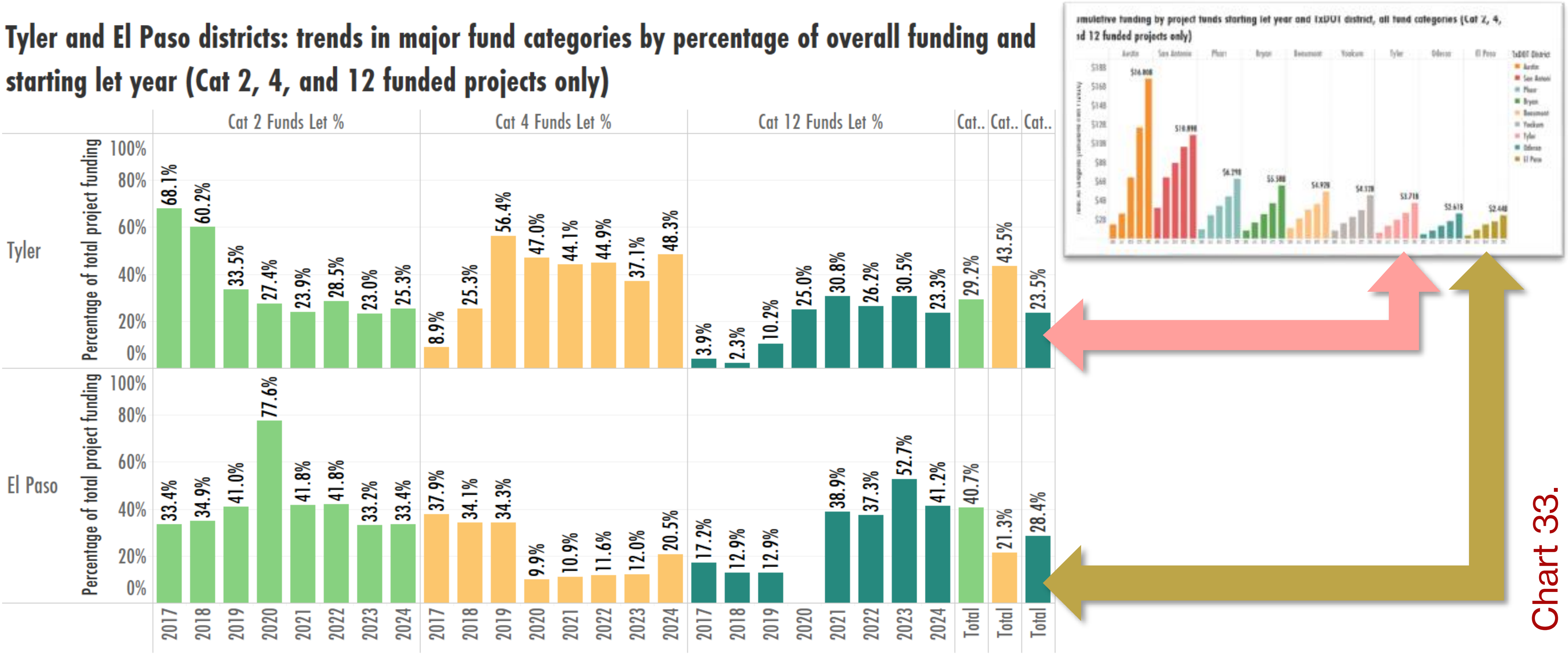


Chart 33.

Category 4 funds allocated for projects in the energy-driven Permian Basin have declined, but Category 12 funds have sharply increased to fill the gap for Odessa district

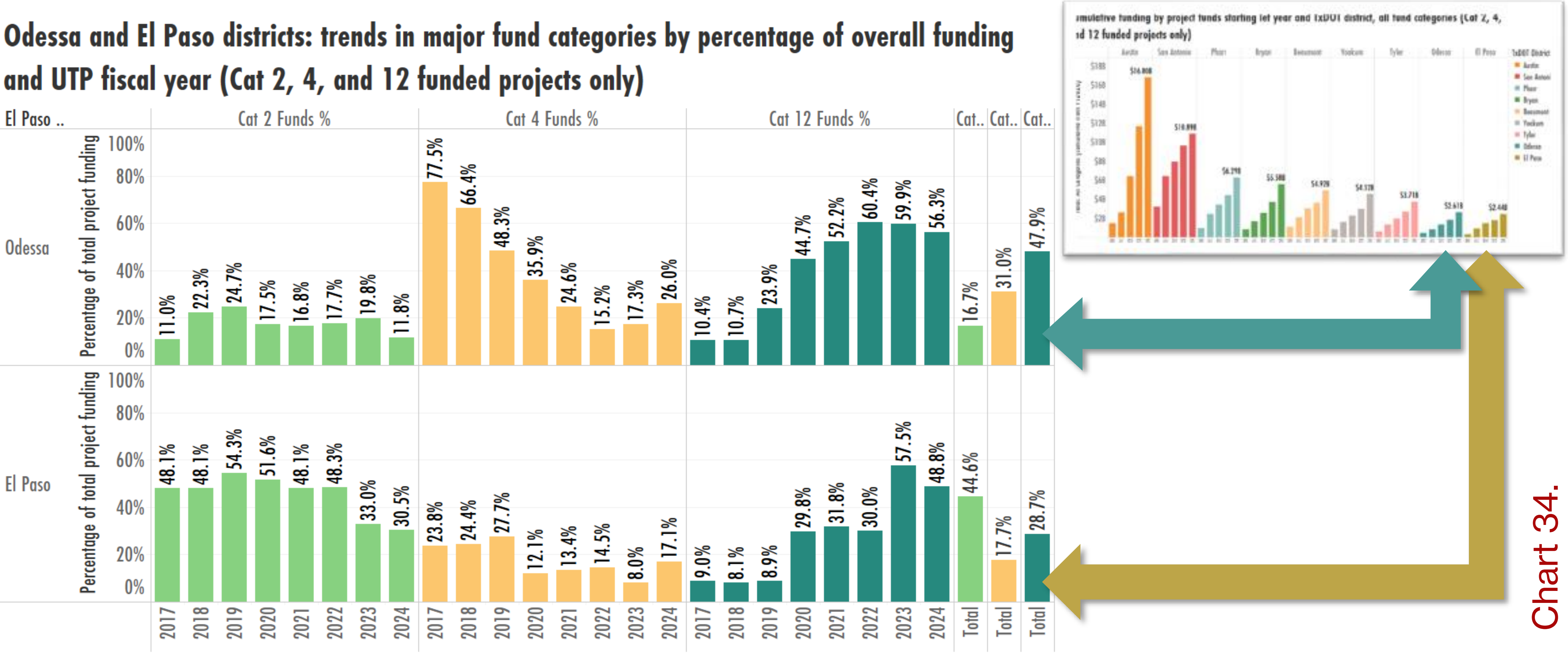
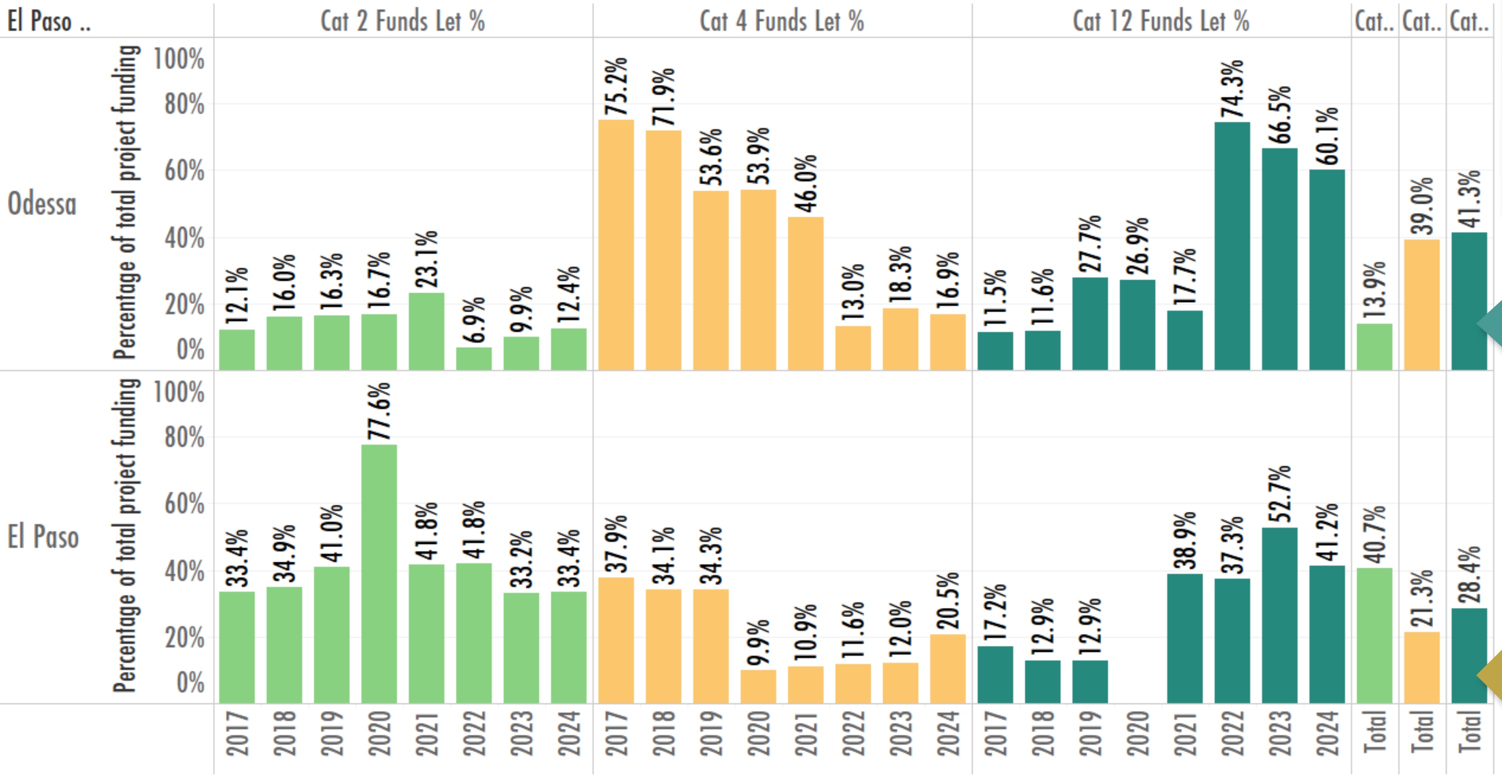


Chart 34.

Those Category 12 funds let for projects are reshaping transportation in Odessa, where they now comprise more than 60 percent of funds overall

Odessa and El Paso districts: trends in major fund categories by percentage of overall funding and starting let year (Cat 2, 4, and 12 funded projects only)



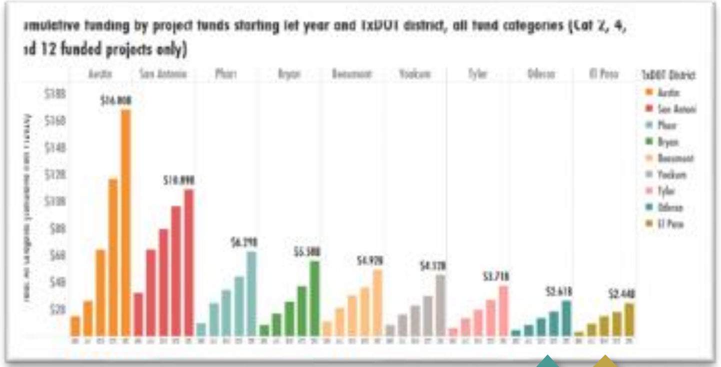


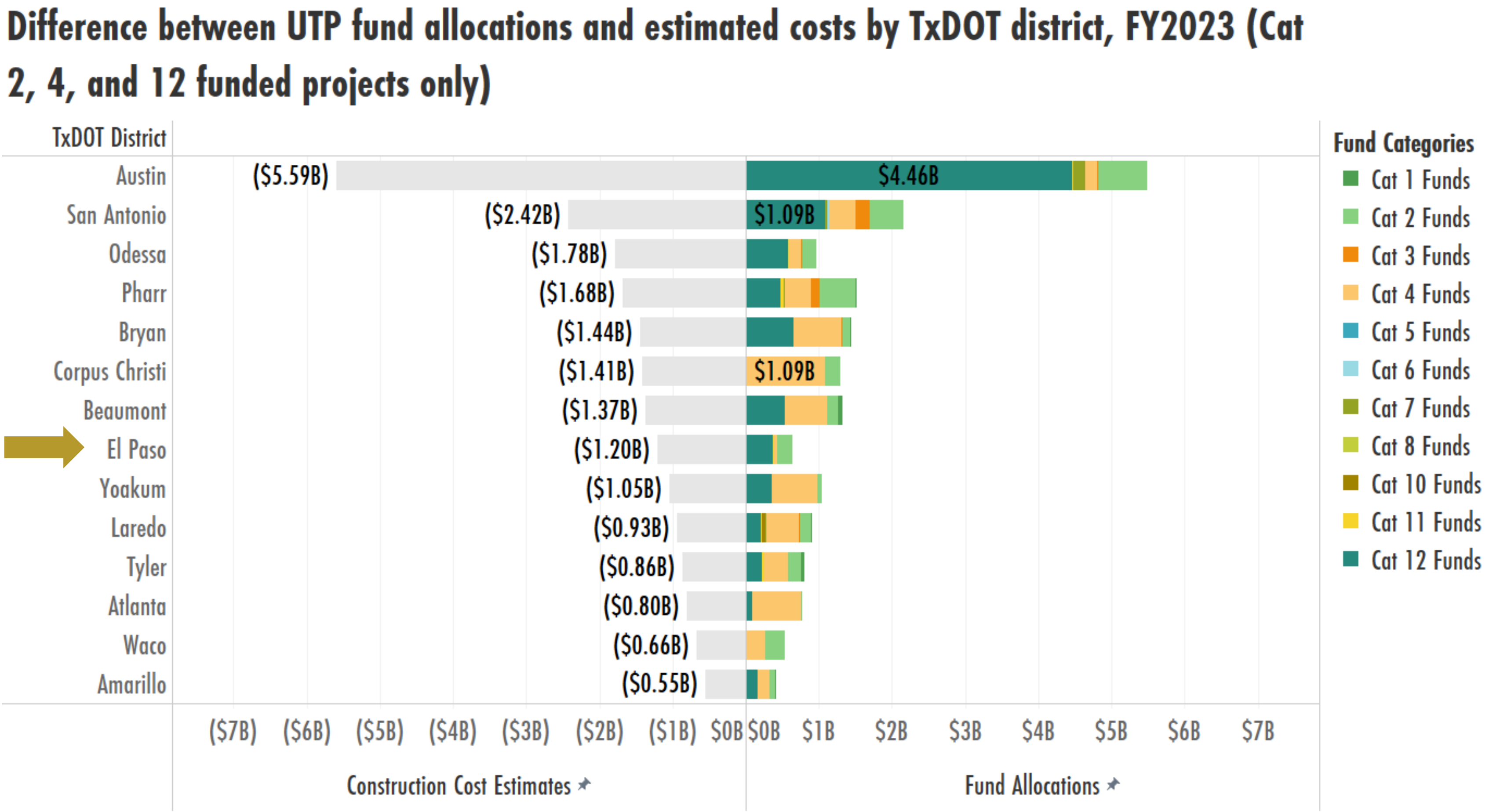
Chart 35.

Appendix B

Dual-axis bar charts by year, FY2017-23, illustrating differences between annual UTP fund allocations to districts for projects to be funded from Categories 2, 4, and 12; their estimated construction costs, and TBD shares.

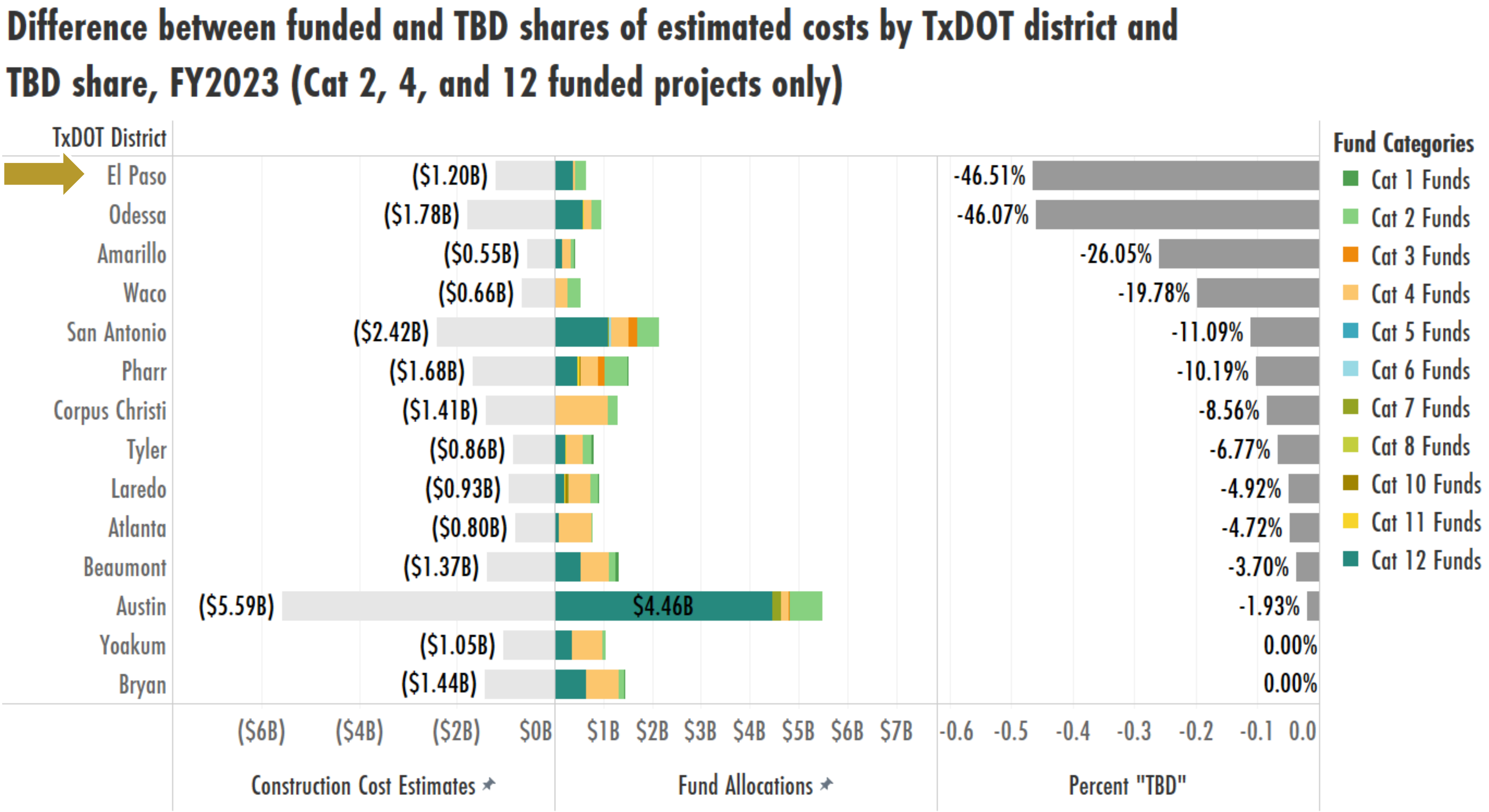
In FY2023, El Paso ranked eighth by estimated UTP construction costs and twelfth by UTP funding allocations for Categories 2, 4, and 12

Chart 36.



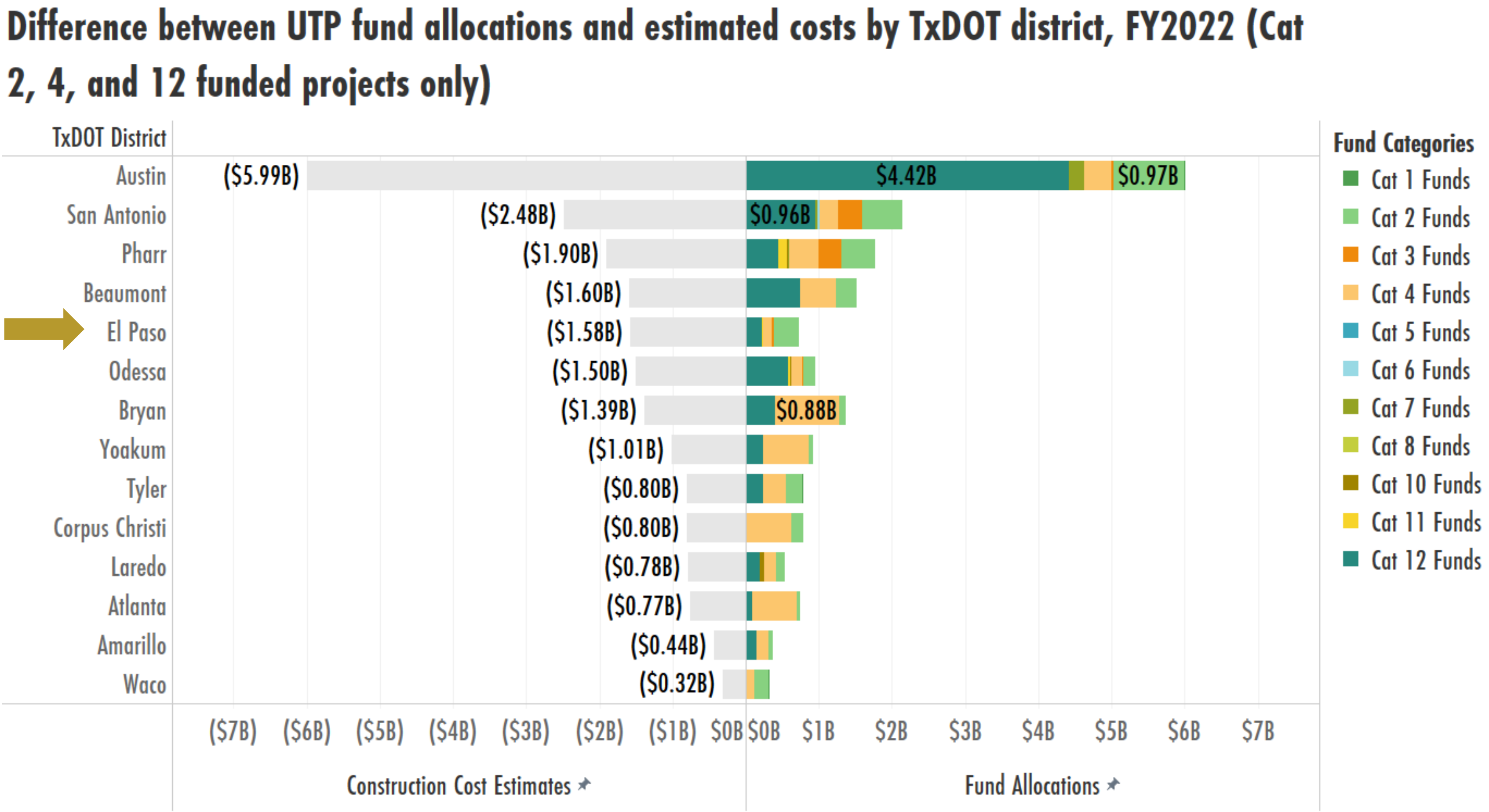
El Paso ranked first for TBD shares of estimated construction costs in FY2023

Chart 37.



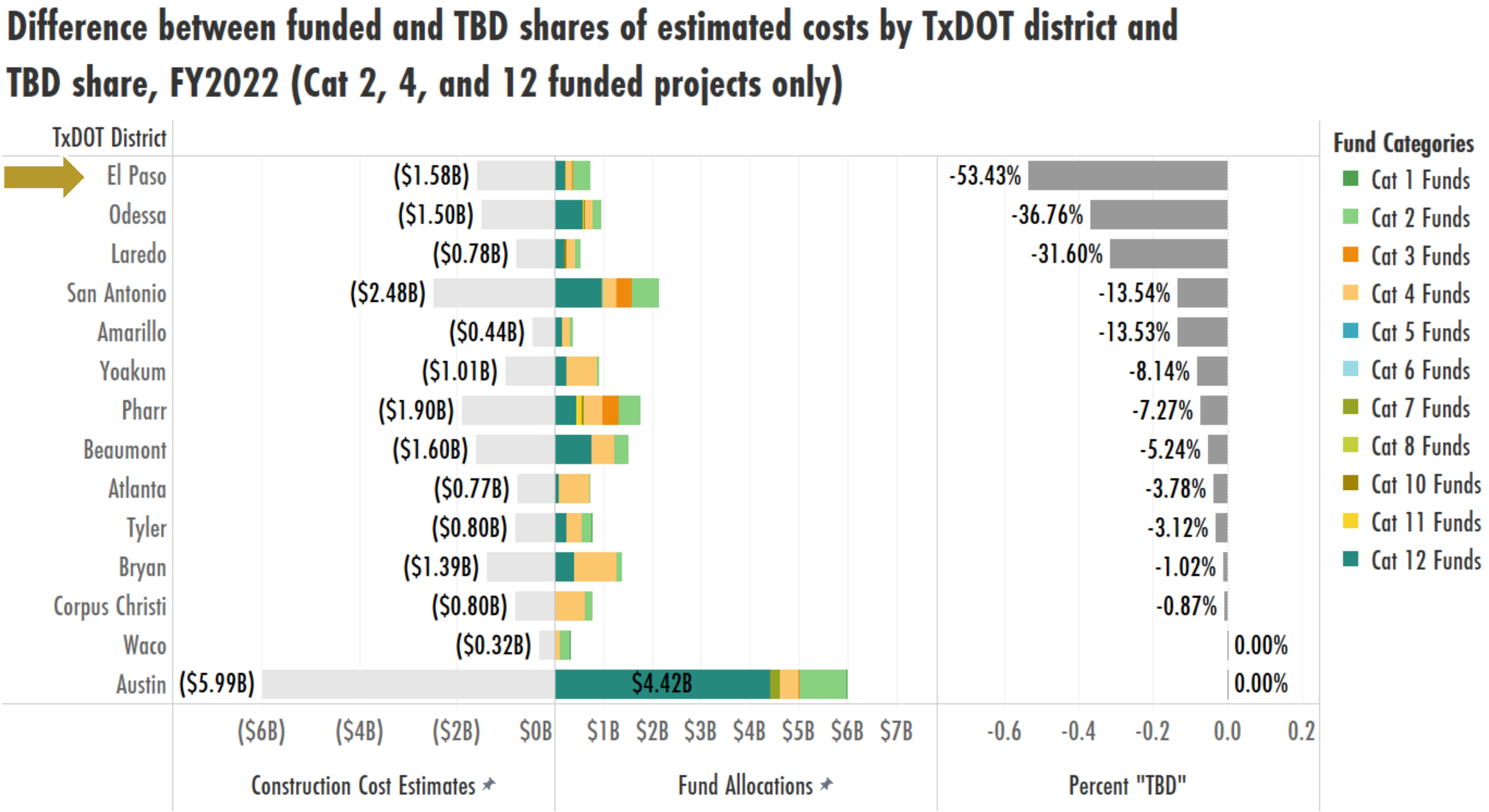
In FY2022, El Paso ranked fifth by estimated UTP construction costs and eleventh by UTP funding allocations for Categories 2, 4, and 12

Chart 38.



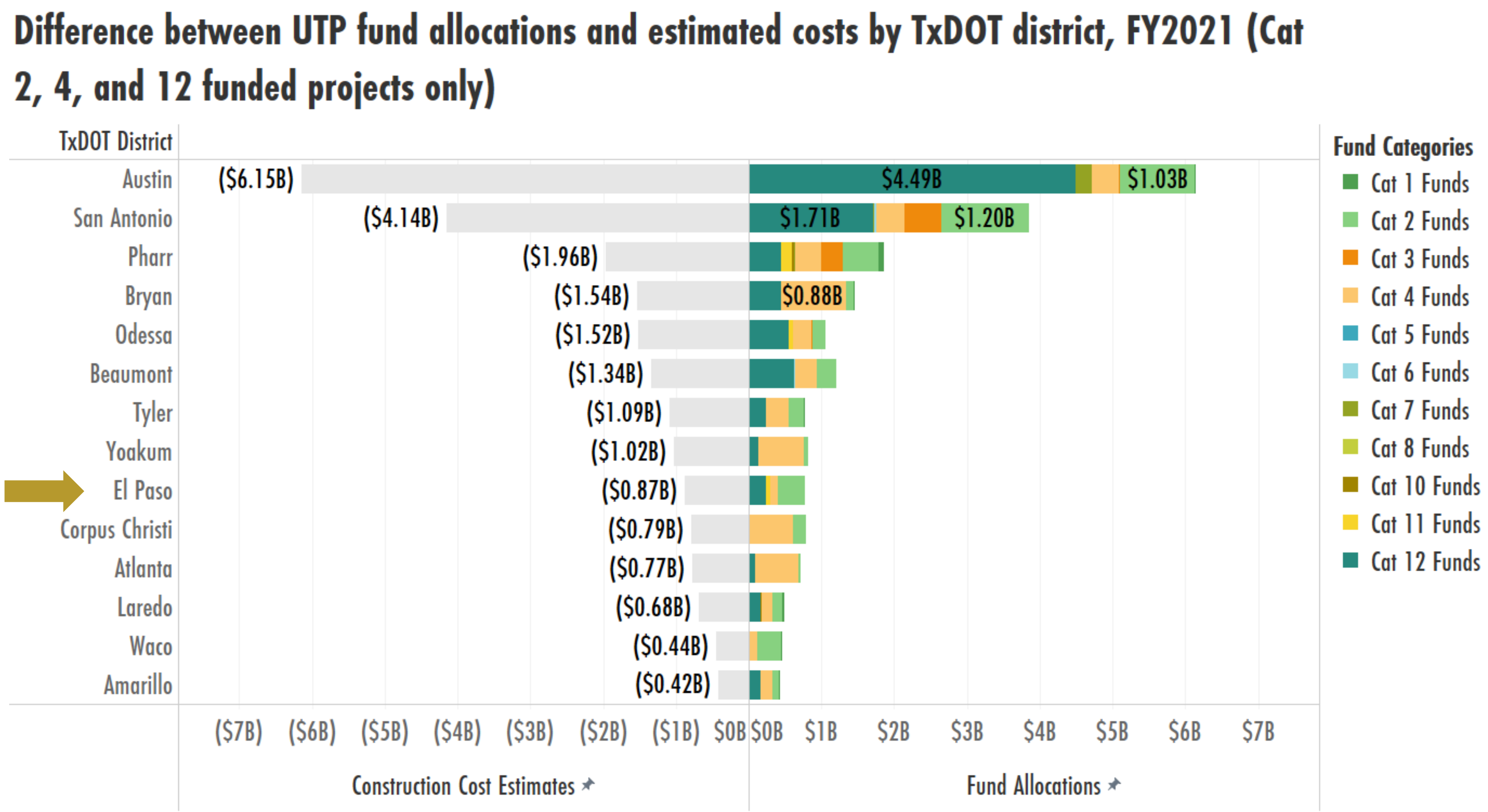
El Paso ranked first for TBD shares of estimated construction costs in FY2022

Chart 39.



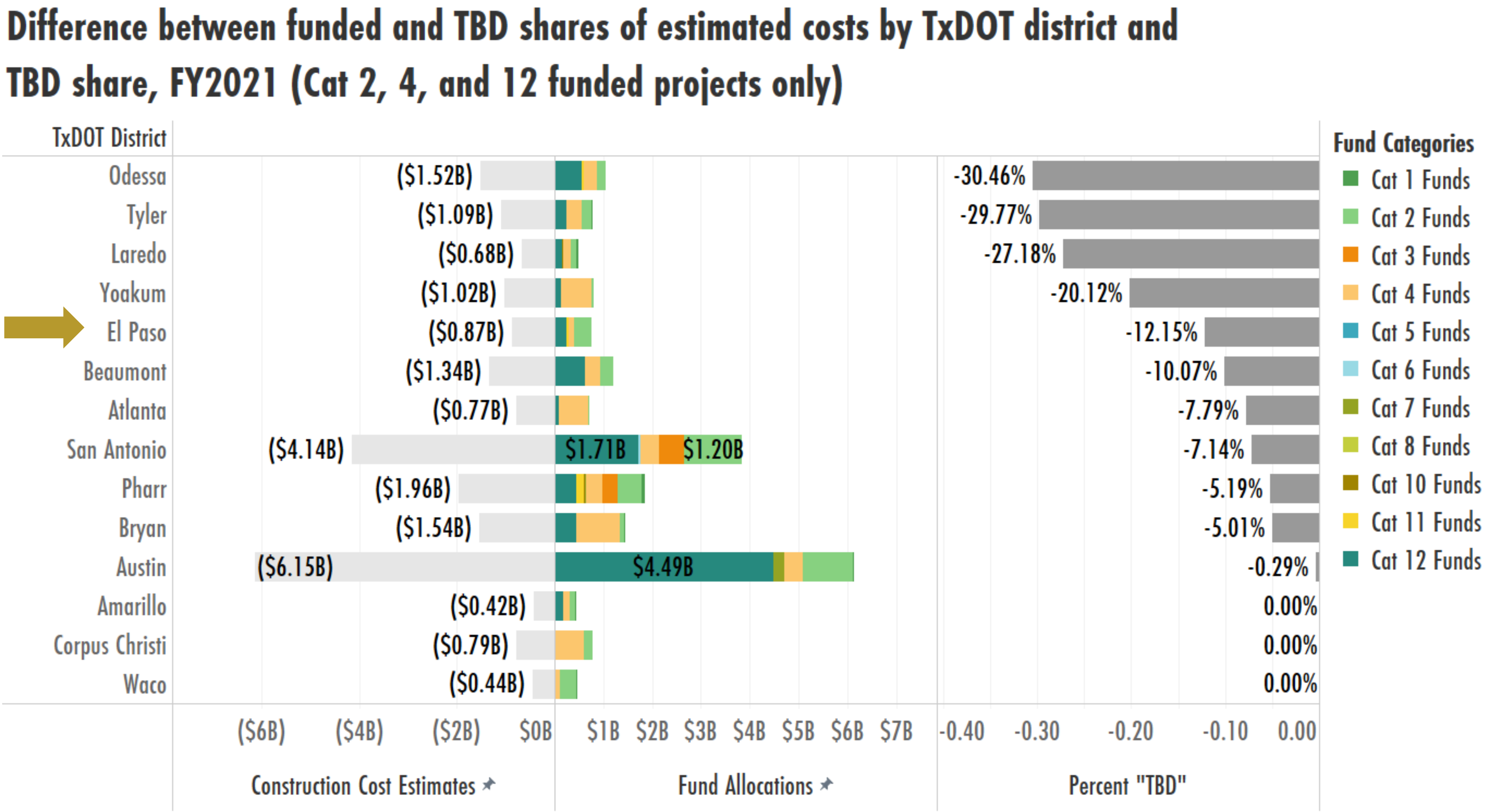
In FY2021, El Paso ranked ninth for both estimated UTP construction costs and UTP funding allocations for Categories 2, 4, and 12

Chart 40.



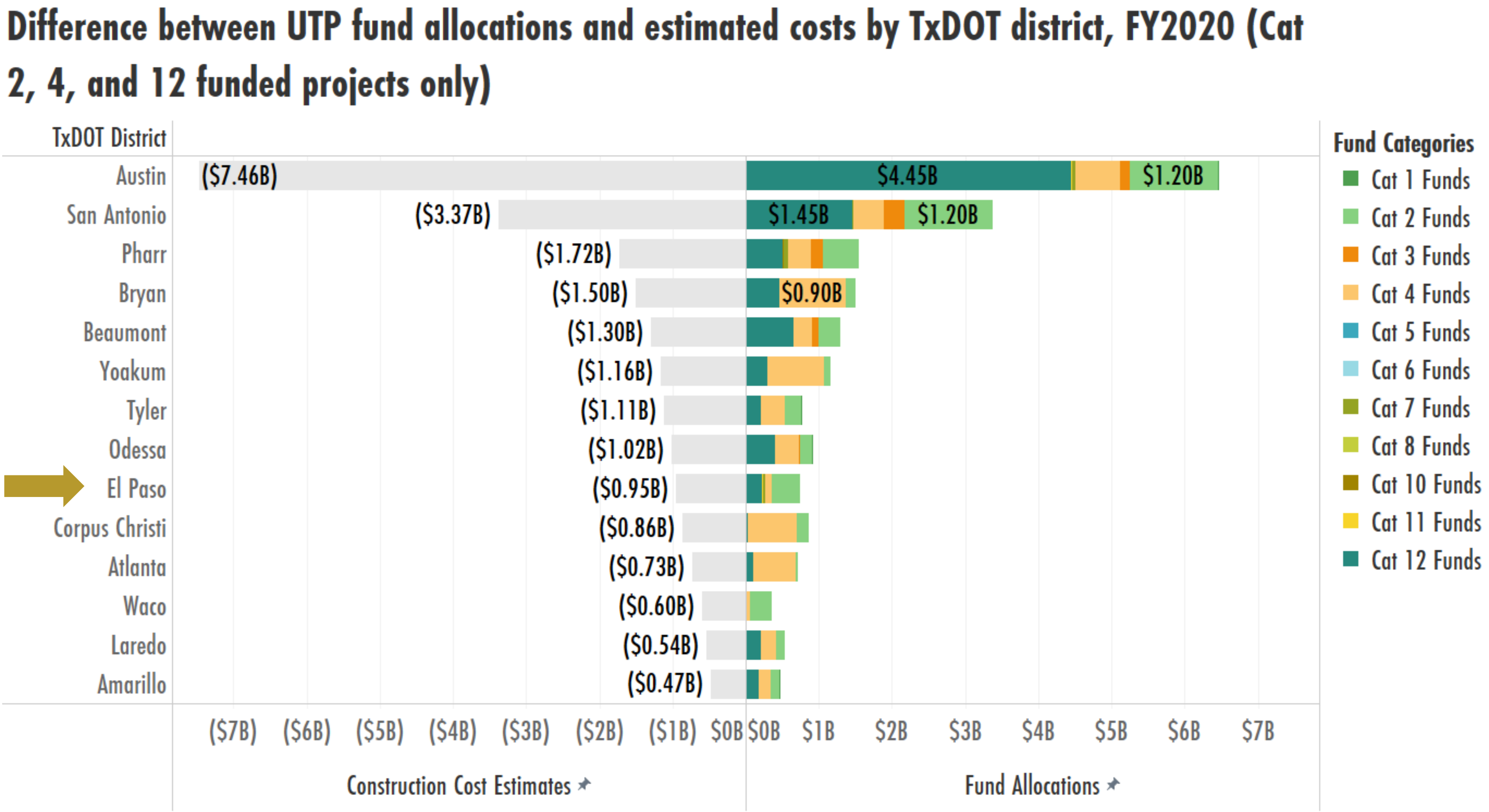
El Paso ranked fifth for TBD shares of estimated construction costs in FY2021

Chart 41.



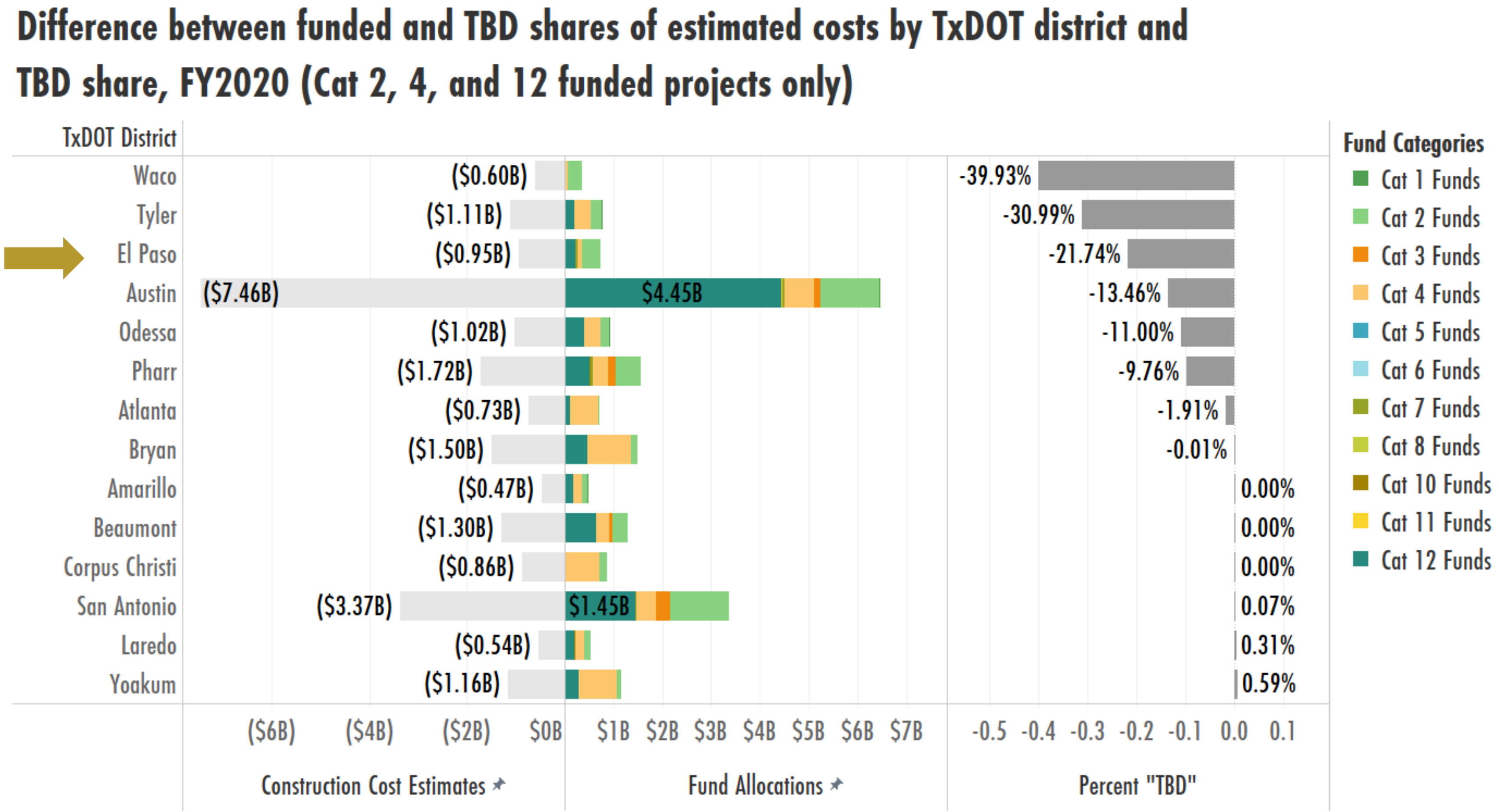
In FY2020, El Paso ranked ninth by estimated UTP construction costs and tenth by UTP funding allocations for Categories 2, 4, and 12

Chart 42.



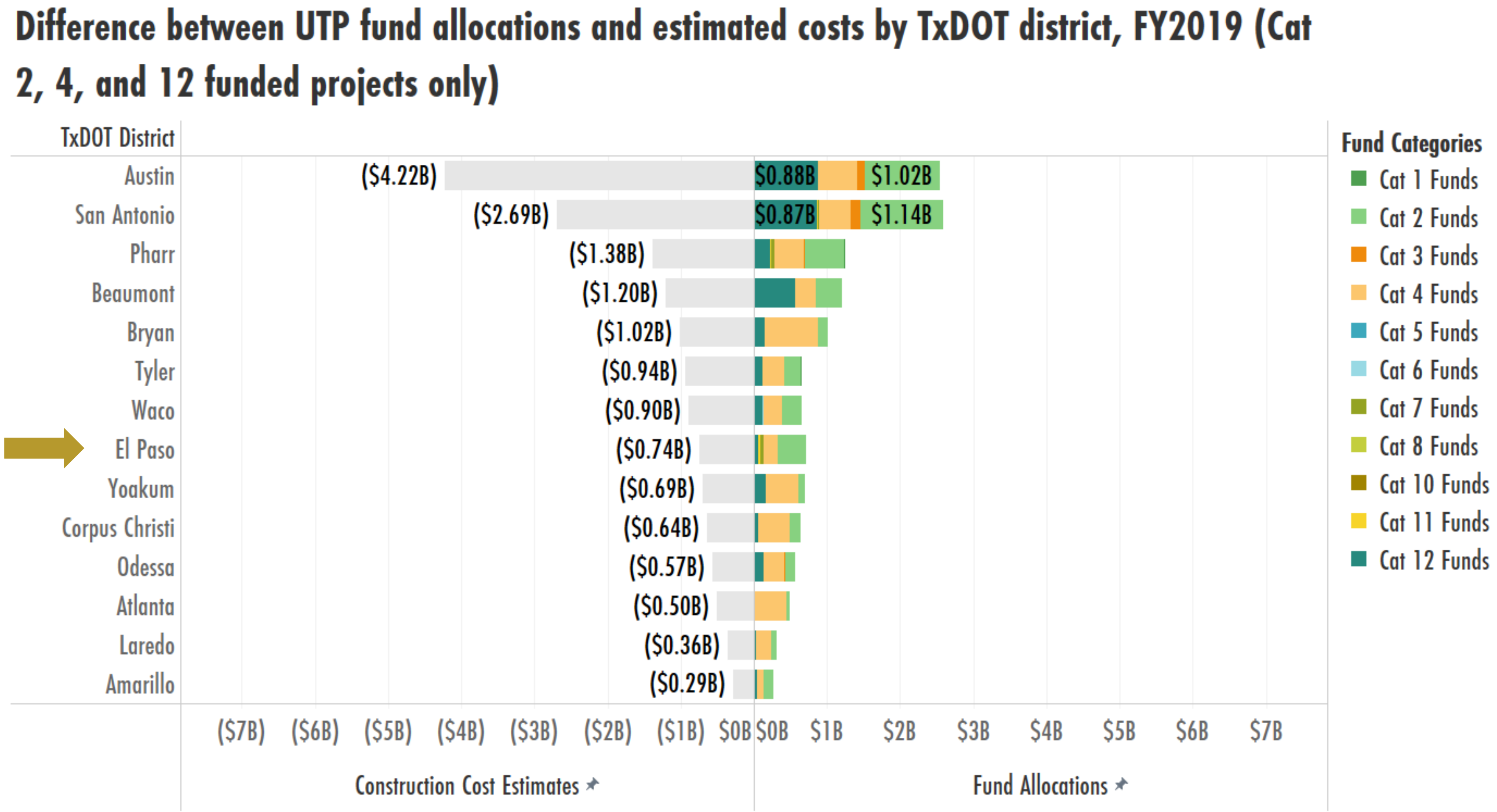
El Paso ranked third for TBD shares of estimated construction costs in FY2020

Chart 43.



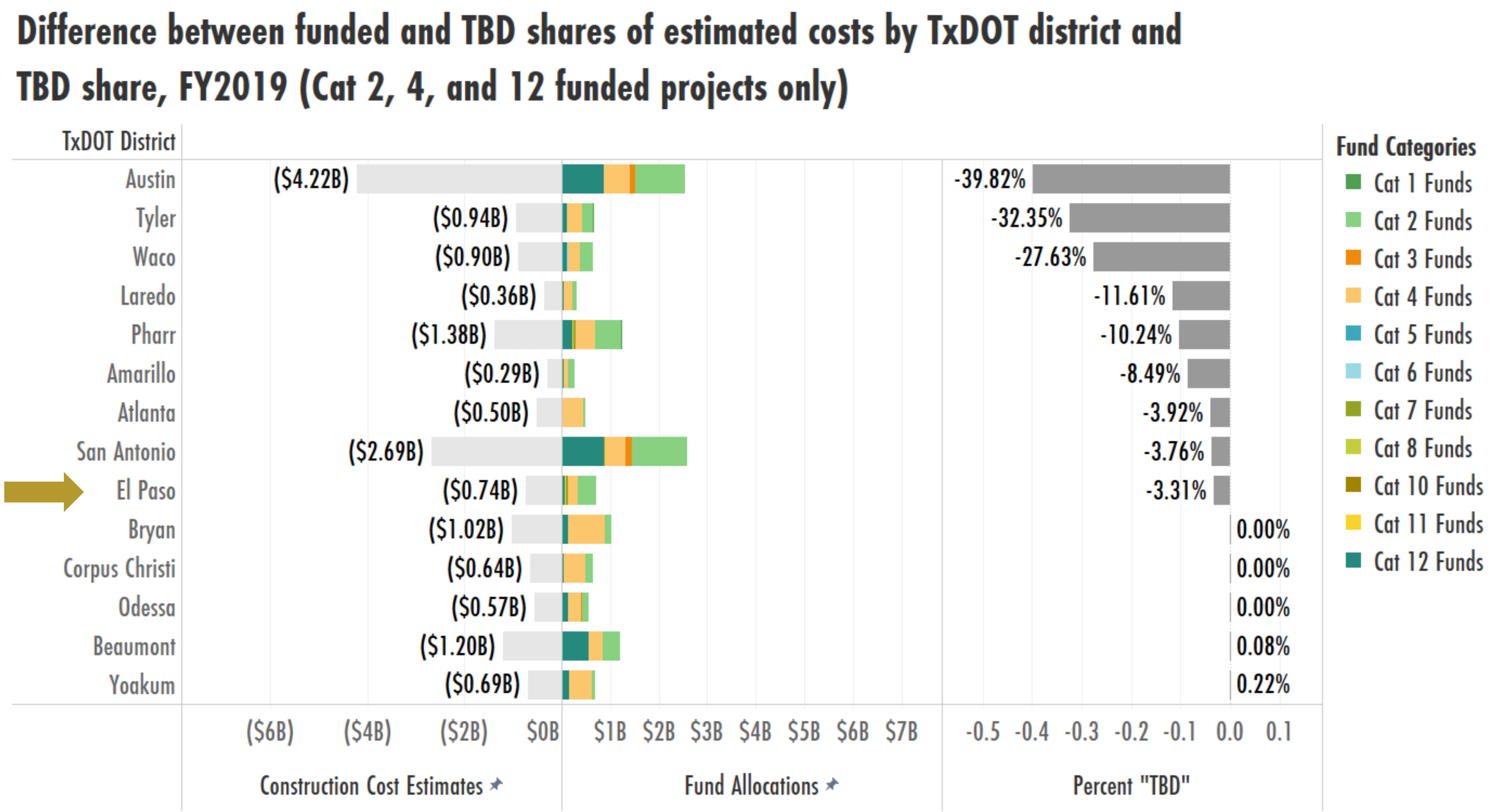
In FY2019, El Paso ranked eighth by estimated UTP construction costs and sixth by UTP funding allocations for Categories 2, 4, and 12

Chart 44.



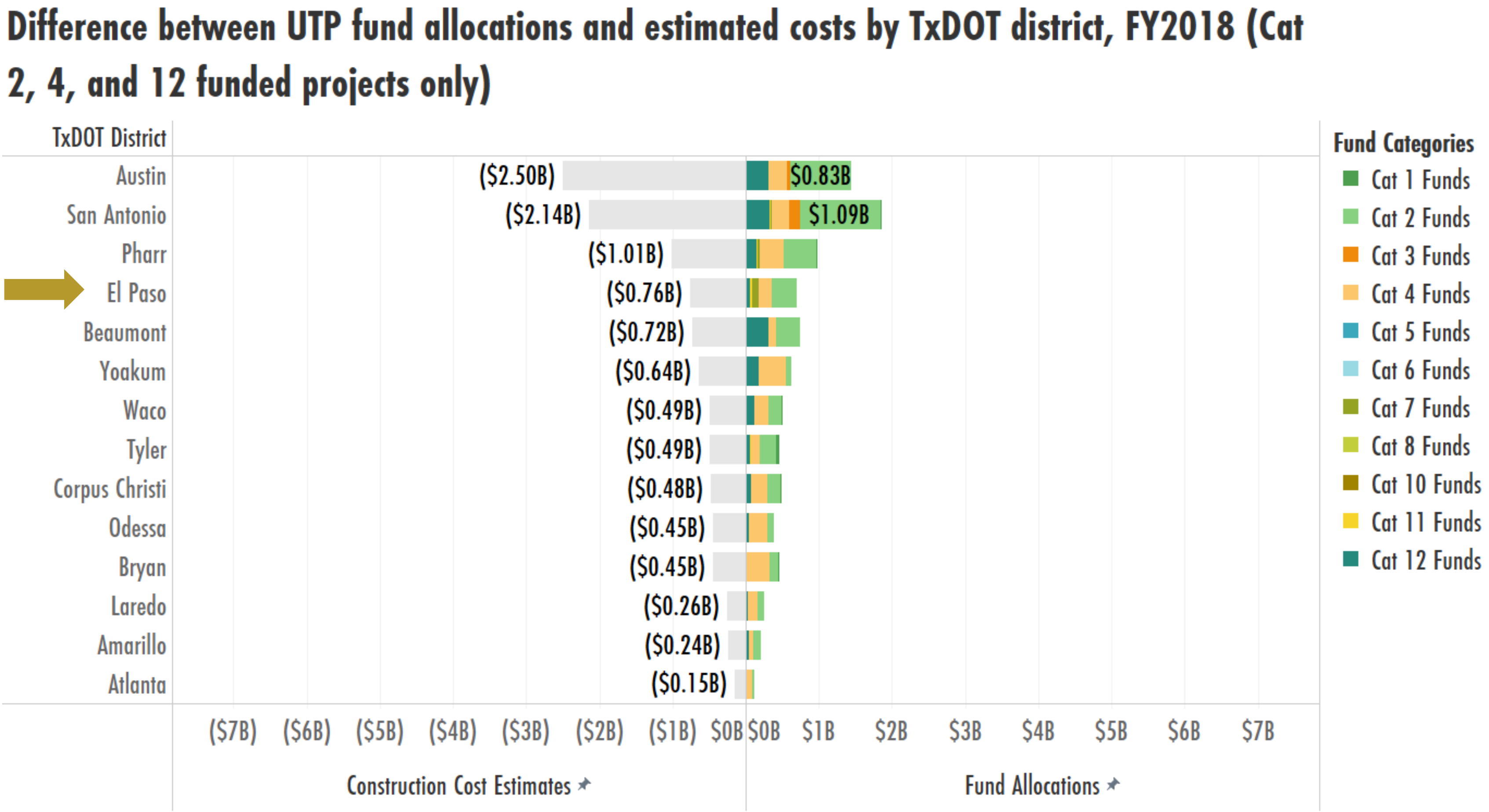
El Paso ranked ninth for TBD shares of estimated construction costs in FY2019

Chart 45.



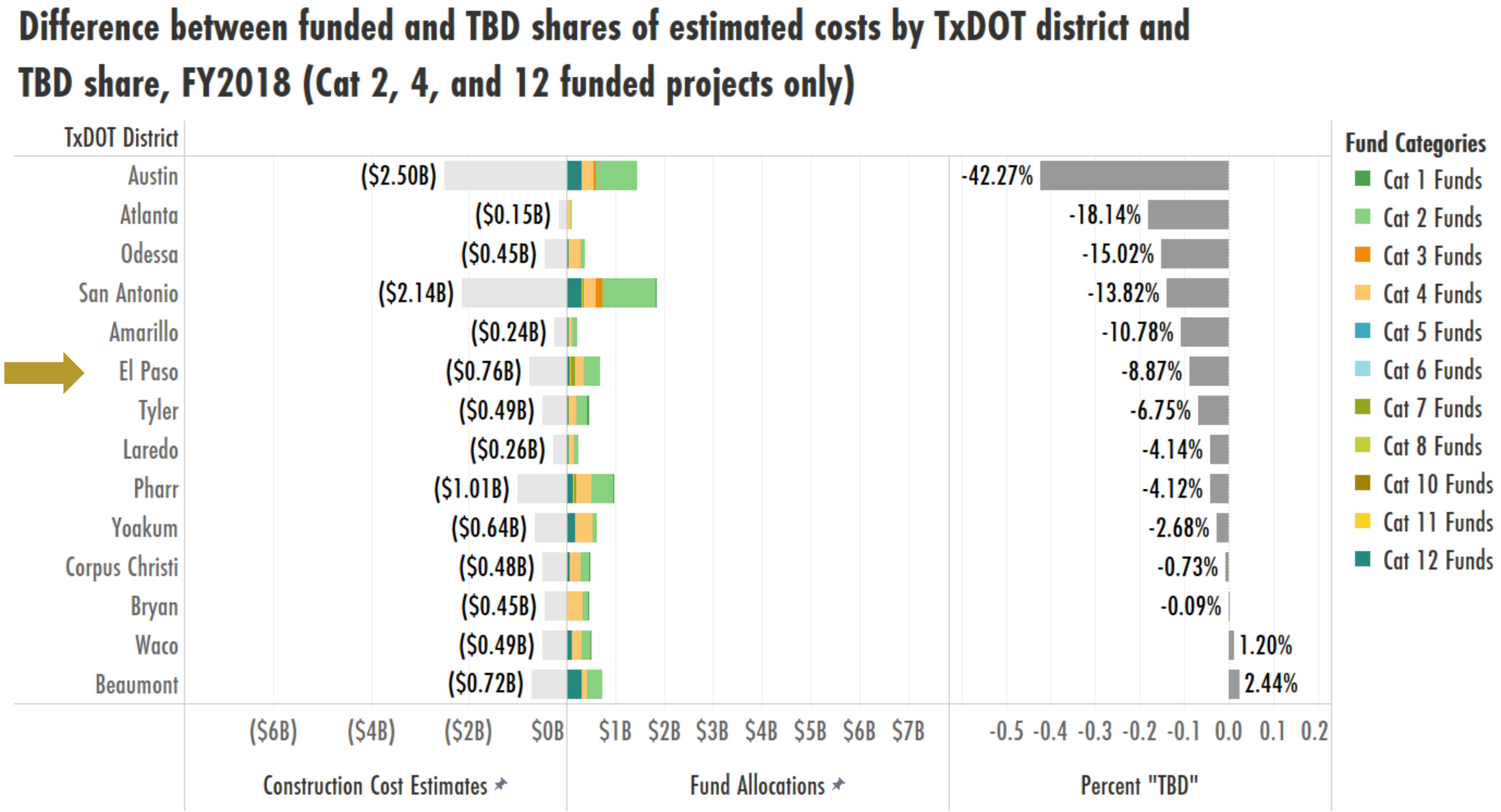
In FY2018, El Paso ranked fourth by estimated UTP construction costs and fifth by UTP funding allocations for Categories 2, 4, and 12

Chart 46.



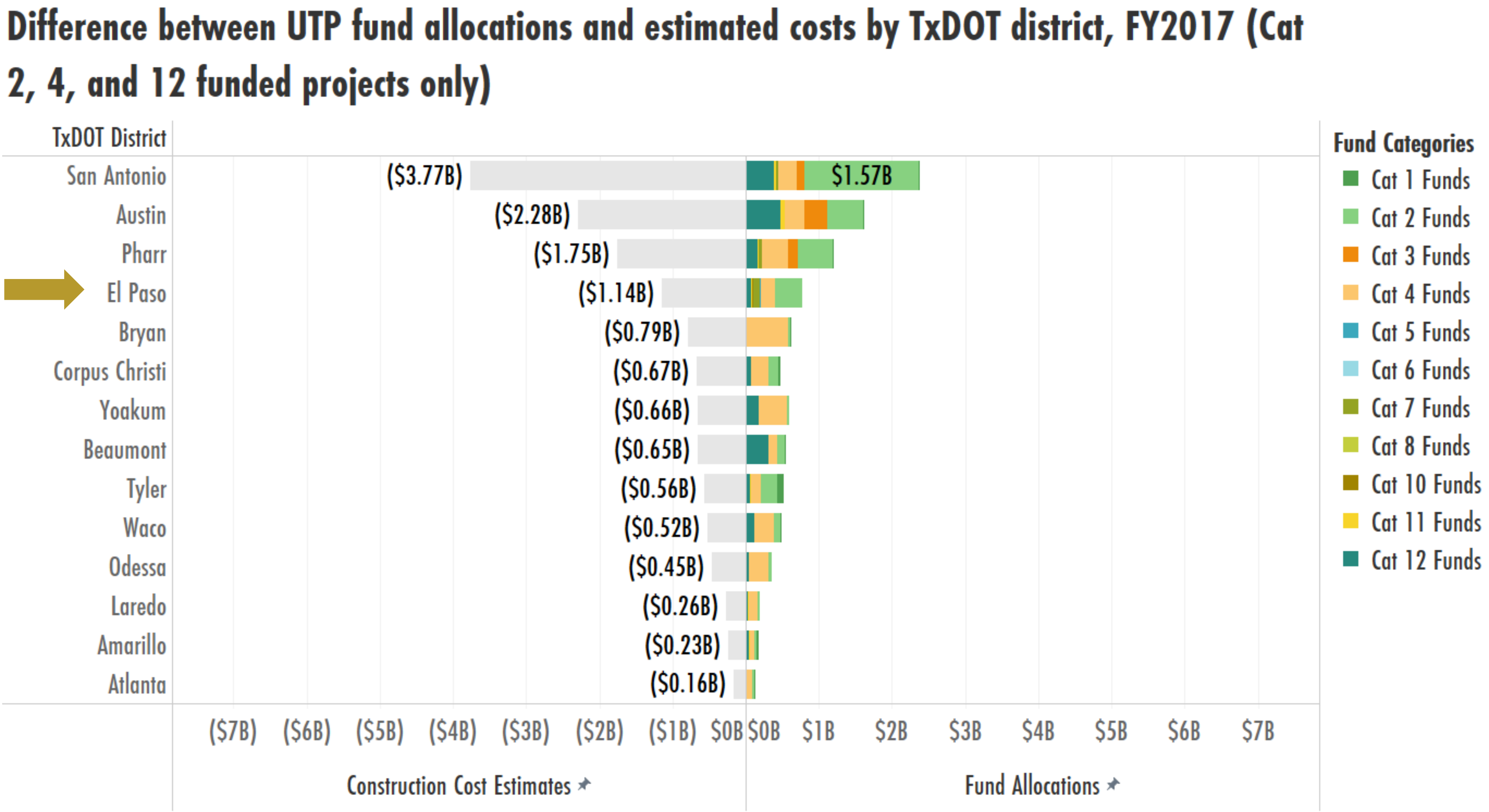
El Paso ranked sixth for TBD shares of estimated construction costs in FY2018

Chart 47.



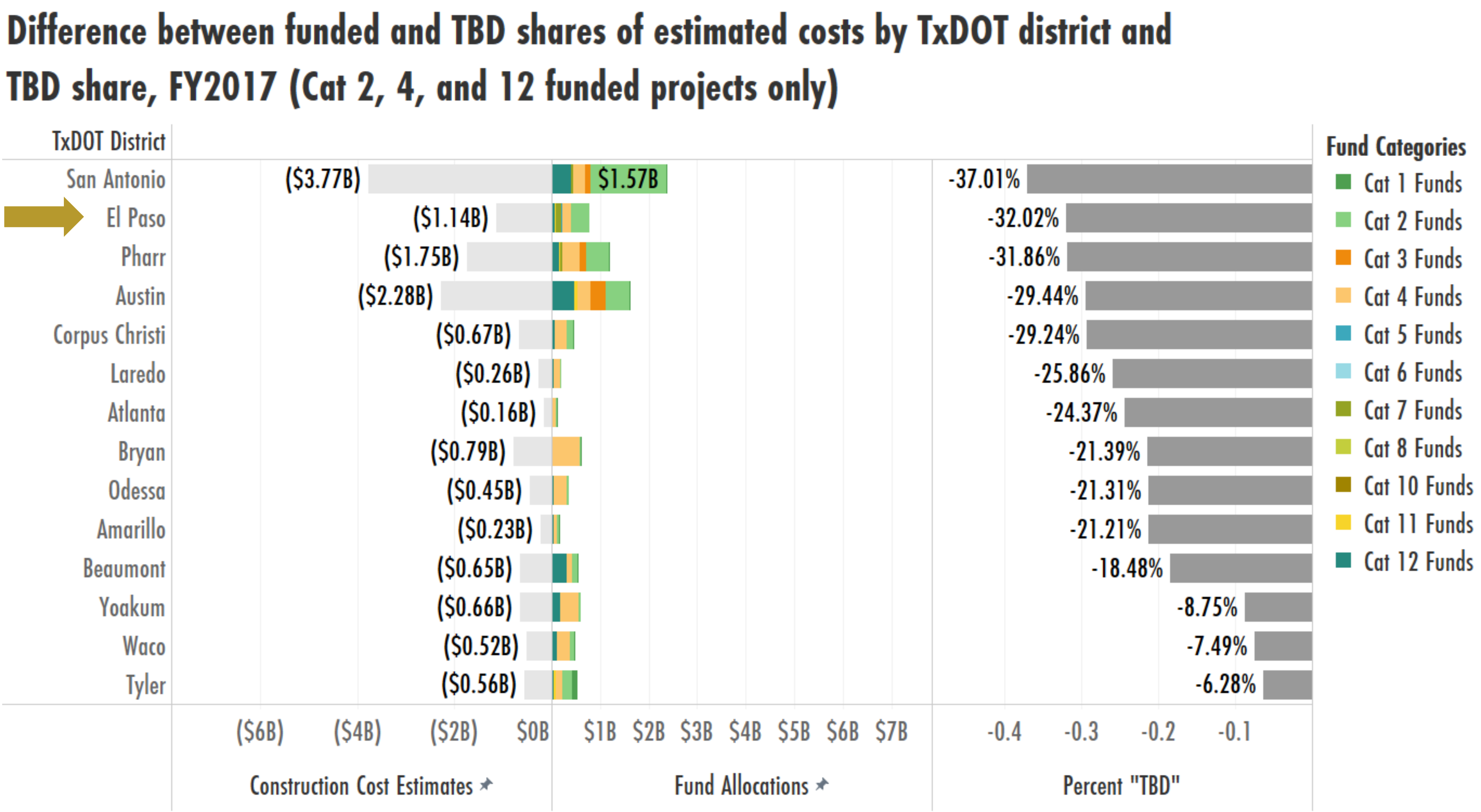
In FY2017, El Paso ranked fourth by estimated UTP construction costs and fourth by UTP funding allocations for Categories 2, 4, and 12

Chart 48.



El Paso ranked second for TBD shares of estimated construction costs in FY2017

Chart 49.



UTP Funding Analysis Report

Presented by the El Paso Chamber's Mobility Coalition