

TxDOT 2027 Unified Transportation Program

Statewide funding and implications for Ports-to-Plains

October 1, 2026

The Texas Transportation Commission approved the 2027 Unified Transportation Program in August 2026. The plan covers fiscal years 2027–2036 and includes approximately \$95 billion in project funding. With development and routine maintenance, TxDOT announced approximately \$138 billion in total investment.

For Ports-to-Plains, the priorities are to advance planned I-27 projects toward construction funding and recognize progress as funded projects move into construction. A decrease in the remaining project list does not, by itself, establish an equivalent loss of corridor funding.

Statewide investment and priorities

The approximately \$95 billion project program comprises about \$88 billion in funding distributions and \$7 billion in Category 3 nontraditional funding. Approximately \$43 billion supports development and routine maintenance. These are 10-year amounts, not annual expenditures.

The program emphasizes safety, system preservation, congestion relief, and reliable freight movement. It also addresses multimodal transportation and connectivity. With tighter funding forecasts, TxDOT is placing greater emphasis on developing and delivering projects already planned.

Why the project funding forecast decreased

Project funding declined from \$101.6 billion in the 2026 UTP to approximately \$95 billion in the 2027 UTP, a reduction of \$6.6 billion, or 6.5%. TxDOT's June 2026 comparison identifies the following changes.

Funding source	10 year change
Federal funding adjustments	–\$4.4 billion
Proposition 1 revenue forecast and leveling adjustments	–\$2.0 billion
Category 3 nontraditional funding	–\$2.3 billion
Texas Mobility Fund bond issuance	–\$1.0 billion
State motor fuel taxes and vehicle registration fees	+\$2.9 billion
Proposition 7 revenue forecast and leveling adjustments	+\$0.2 billion
Net reduction	–\$6.6 billion

The federal adjustment is a forecast change; the summary does not establish a \$4.4 billion congressional funding cut. January's preliminary \$94.5 billion forecast and \$7.1 billion decline were superseded by the later approximately \$95 billion program. Passage of the Surface Transportation Reauthorization will provide greater clarity to the funding forecast.

Sources: [TxDOT adoption announcement](#)

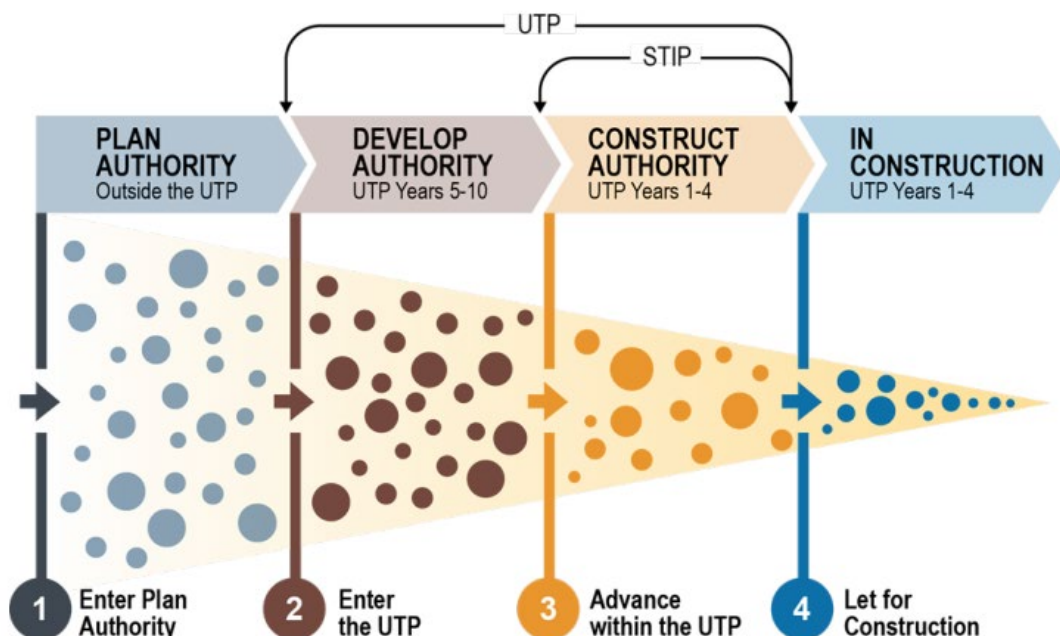
[TxDOT June 24 2026 commission presentation, slide 4](#)

Moving I 27 projects from planning to construction

Many I-27 implementation projects remain in long-range planning outside the UTP's 10-year window. This status does not make them categorically ineligible for the UTP. Advancement depends on prioritization, project development, and available financial capacity.

The advisory committee dashboards show the planning inventory increasing from 34 projects in September 2025 to 41 in September 2026. Their estimated construction cost rose from \$8.70 billion to \$10.72 billion. Fully funded Interstate-upgrade projects increased from three to eight, with estimated construction costs rising from \$113.7 million to \$658.0 million.

These figures describe the reported project inventory, not newly awarded funding. Meeting #9's separate investment-summary slide uses different totals (\$6.8 billion for planning and \$151.6 million in category funding); those figures should not be mixed with the dashboard comparison.



TxDOT project authorization process

Authority	Position and permitted work
PLAN Authority	Outside the 10-year UTP. Planning estimates, preliminary engineering up to a full schematic, environmental work, preliminary right-of-way and utility scoping, and railroad coordination.
Develop Authority	UTP years 5–10. Active development and project preparation. Programming combines category funding and Develop Authority amounts to cover the current construction estimate.
Construct Authority	UTP years 1–4. Full construction funding and sufficient readiness to advance toward bidding. Final design, right-of-way, utility, and agreement work proceeds.

PLAN Authority is not full construction funding. Its \$10.72 billion project portfolio represents estimated construction costs, not a planning-study budget or an exact unfunded balance. Projects may already have partial funding.

Sources: I-27 Advisory Committee Meeting #9, slide 26; Meeting #11, slides 10–11. The latter dashboard is dated September 8, 2026.

[TxDOT Project Development Process Manual — Project Authorization](#)

Ports-to-Plains corridor project comparison

The district summaries report \$1.114 billion in listed 10-year project amounts for FY2027, down \$1.401 billion (55.71%) from FY2026. Separately, amounts reported as construction begun increased by \$720.6 million (89.68%). These corridor summaries cover a different project set from the Interstate-upgrade dashboard on the preceding page.

District	FY2026	FY2027	Change	Change %
Abilene	\$21,600,000	\$39,041,021	+\$17,441,021	+80.75%
Amarillo	\$942,086,087	\$288,880,604	-\$653,205,483	-69.34%
Laredo	\$866,804,401	\$358,434,143	-\$508,370,258	-58.65%
Lubbock	\$342,107,838	\$22,400,000	-\$319,707,838	-93.45%
Odessa	\$303,713,028	\$303,538,626	-\$174,402	-0.06%
San Angelo	\$38,157,248	\$101,267,537	+\$63,110,289	+165.40%
Total	\$2,514,468,602	\$1,113,561,931	-\$1,400,906,671	-55.71%

Amarillo, Laredo, and Lubbock account for the largest decreases in listed amounts. Abilene and San Angelo together increased \$80.6 million; Odessa was essentially unchanged.

Construction activity provides context

Measure	FY2026	FY2027	Change
Listed project amounts	\$2,514,468,602	\$1,113,561,931	-\$1,400,906,671
Construction begun	\$803,527,479	\$1,524,116,553	+\$720,589,074
Combined amounts	\$3,317,996,081	\$2,637,678,484	-\$680,317,597

The combined decline is 20.50%, assuming the listed and construction columns contain separate projects and use consistent reporting definitions. Movement into construction may explain part of the decline in listed amounts. A project-level reconciliation is needed to distinguish funding changes from completed work, revised costs, timing, or scope changes.

Construction begun increased from \$424.7 million to \$590.1 million in Amarillo, from zero to \$213.1 million in Laredo, and from zero to \$342.1 million in Lubbock. Odessa remained at \$378.8 million.

District project details

The linked district summaries use yellow highlighting to identify projects classified as under construction. Consult each project's status and letting information for its specific schedule.

[Abilene District](#)

[Amarillo District](#)

[Laredo District](#)

[Lubbock District](#)

[Odessa District](#)

[San Angelo District](#)

Source: Ports-to-Plains FY2026 and FY2027 district summaries and September 30, 2026 project workbook.