



2027 Unified Transportation Program (UTP) Development

TEXAS TRANSPORTATION COMMISSION



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“The UTP is TxDOT’s 10-year plan that guides the development of thousands of transportation projects across the state. It is part of TxDOT’s comprehensive planning and programming process that connects the state’s transportation goals, performance measures and targets to transportation projects preparing for construction. 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 potential future cash flow.

Within the UTP framework, TxDOT works with elected officials, local planning organizations and the public to select and fund the state’s highest priority transportation projects to begin construction during the next decade.”

2026 Unified Transportation Program

What is the Unified Transportation Program?



The Unified Transportation Program (UTP) is TxDOT's 10-year plan that guides the development of transportation projects across the state.



Determines Funding and Distribution

Determines how much transportation funding the state expects to have over the next decade and how to distribute it to address needs across the state.



12 Funding Categories

Organized into 12 funding categories that focus on different highway project types or ranges of activities.



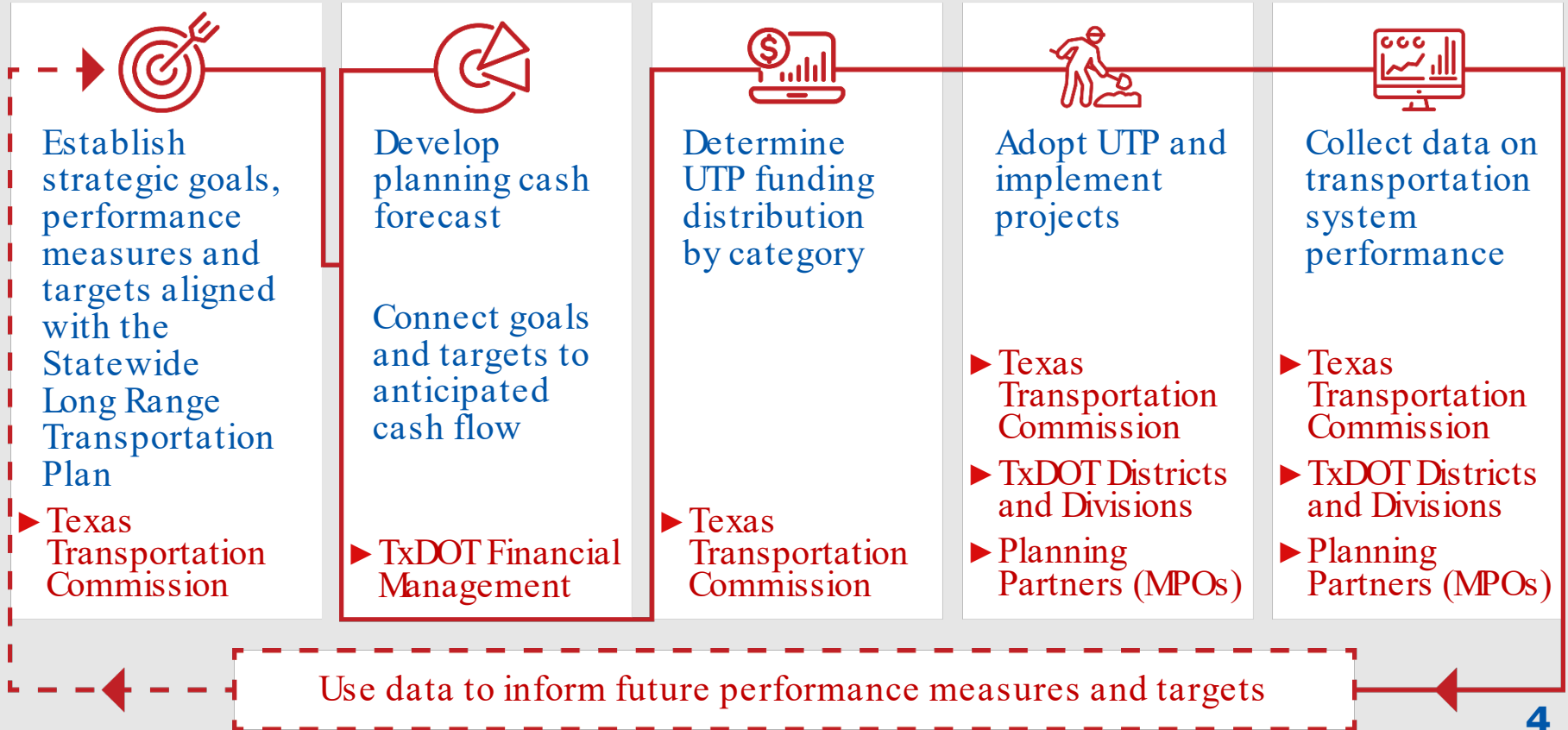
Planning for the Next 10 Years

Includes all transportation projects that TxDOT is developing for construction over the next 10 years.



Mandated by State Law

Required by state law to be approved by the Texas Transportation Commission each year by August 31.



2027 UTP Development Process Timeline: September-February



Annual process involves many stakeholders and steps that include the forecast, funding distribution, scoring and selection of projects and public outreach.

September - November	December	January 2026	February
<ul style="list-style-type: none"> Draft 2027 UTP Timeline 2027 UTP Timeline Review 2027 Mobility Project Call Open Scenarios and UTP Distribution 	<ul style="list-style-type: none"> Scenarios and UTP Distribution District/Regional Project List, Prioritization, and Scoring Due 	<ul style="list-style-type: none"> Recommended Investment Scenarios and UTP Distribution Scenarios and UTP Distribution 	<ul style="list-style-type: none"> Distribute Planning Targets and Review Mobility Project List Based on Priority Scores District/MPO Coordination of Funding Requests to Align with Planning Targets Final District Project List Due

Timeline Key:

- UTP Development
- Chairman and Commissioner Briefing
- ADM Briefings
- Commission Action
- Commission Meeting
- Staff Recommendation

2027 UTP Development Process Timeline: March-August



Annual process involves many stakeholders and steps that include the forecast, funding distribution, scoring and selection of projects and public outreach.

March-April	May	June-July	August
<ul style="list-style-type: none"> 👉 Finalize Statewide Prioritization and Scoring of Mobility Projects 👉 Project Review and Selection of Mobility Projects 👉 2nd Quarter Portfolio Alignment Meeting 🔴 Candidate Mobility Project List* 👉 Final District Estimates for FY2027 Projects 	<ul style="list-style-type: none"> 👉 Review Draft Candidate Mobility Project List and Process for Comments 👉 Draft 2027 UTP Document (Text) Review 👉 Review Draft 2027 UTP Document (Text) and Draft Candidate Mobility Project List* 	<ul style="list-style-type: none"> 👉 Post Draft 2027 UTP Publicly 👉 Public Comment Period Opens 🌟 Discussion on 2027 UTP 👉 3rd Quarter Portfolio Alignment Meeting 	<ul style="list-style-type: none"> 🔴 Commission Votes on 2027 UTP 🌟 Consideration to Adopt the 2027 UTP 👉 Review of Draft 2027 UTP 👉 Public Comment Period Closes 👉 4th Quarter Portfolio Alignment Meeting

Timeline Key:

- 👉 UTP Development
- 👉 Chairman and Commissioner Briefing
- 🔴 ADM Briefings
- 🔴 Commission Action
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- * Staff Recommendation

Impacts of Financial Forecast on Draft 2027 UTP Distribution

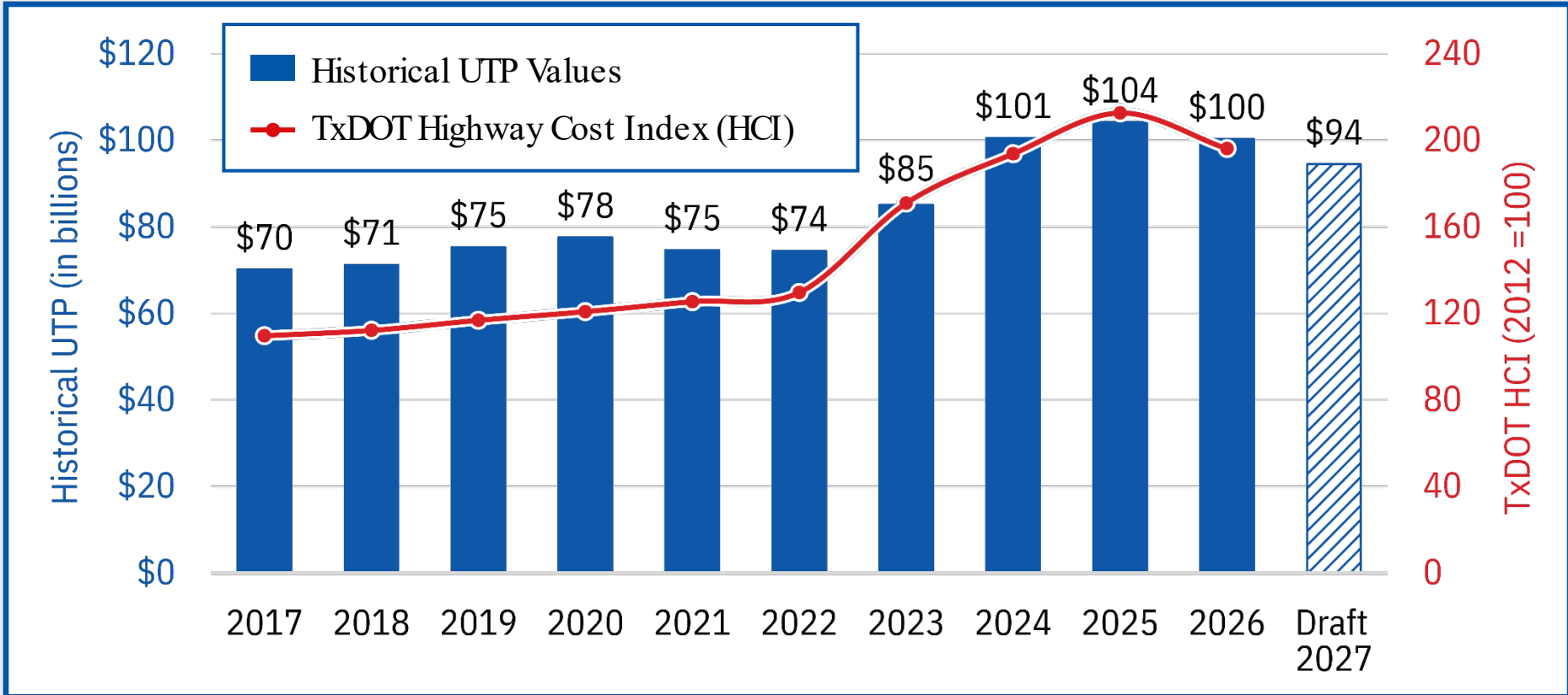


Changes to UTP Funding	2026 UTP (\$B)	2027 UTP (\$B)	Diff (\$B)
UTP Funding Distributions	\$92.3	\$87.5	(\$4.8)
Category 3: Non-traditional Funding	\$9.3	\$7.0	(\$2.3)
Total UTP Funding	\$101.6	\$94.5	(\$7.1)

Changes to UTP Funding Sources	10-Year Impact (\$B)
Federal Adjustments	(\$4.4)
State Motor Fuel Tax & Vehicle Reg. Fee CRE* & Leveling Adjustments	\$2.9
Proposition 1: Certification Revenue Estimate Update & Leveling Adjustments	(\$2.5)
Proposition 7: Certification Revenue Estimate Update & Leveling Adjustments	\$0.2
Texas Mobility Fund Bond Issuance	(\$1.0)
Category 3: Non-traditional Funding	(\$2.3)
Total Changes between 2026 & 2027 UTP Forecast	(\$7.1)

Note: 2027 UTP Category 3 is an estimate and is subject to change

Historical UTP Investment



Note: TxDOT Highway Cost Index based on twelve month moving average



2027 UTP PLANNING FORECAST INCLUDES FUNDING RELATED TO:

- The Infrastructure Investment and Jobs Act (IIJA)
- State Highway Funds
- The State's Proposition 1 and 7
- Texas Mobility Bond Funds



Estimate federal and state required levels



Assess preservation, bridge and safety funding levels



Maximize flexibility for most restrictive programs



Determine Commission Strategic Priority – compliant with statutory requirements



Distribute mobility and connectivity funding within forecast levels



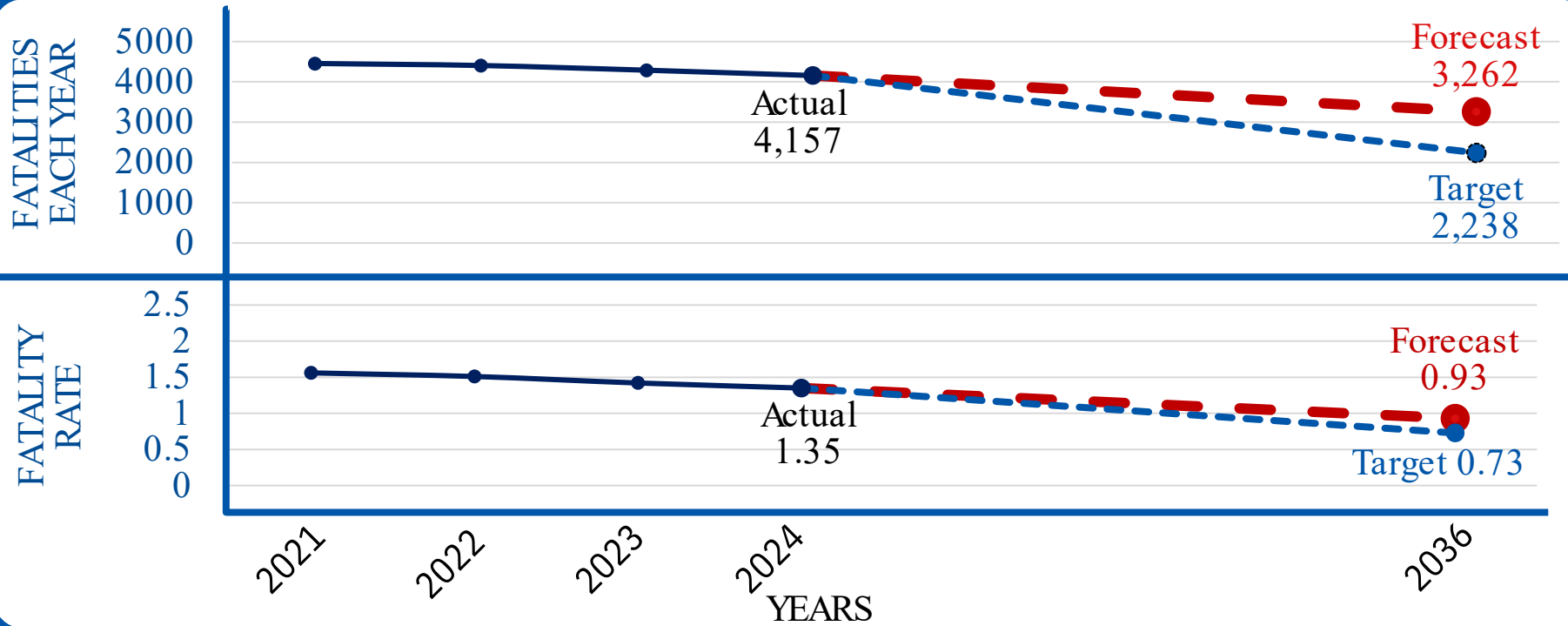
Category and Description		New Available Funding	Draft Distribution
1	Preventive Maintenance and Rehabilitation	\$2,252,140,671	\$18,406,812,861
2	Metro and Urban Area Corridors	\$41,299,325	\$9,133,753,320
4R	Statewide Connectivity Corridors (Rural)	\$40,688,884	\$8,998,748,194
4U	Statewide Connectivity Corridors (Urban)	\$31,451,555	\$6,955,821,763
5	Congestion Mitigation and Air Quality	\$123,604,375	\$1,821,449,302
6	Structures Replacement (Bridges)	\$325,434,165	\$4,538,806,794
7	Metropolitan Mobility and Rehabilitation	\$358,476,805	\$5,735,628,873
8	Safety	\$231,045,261	\$3,603,724,169
9	Transportation Alternatives	\$161,503,964	\$1,685,258,755
10	Supplemental Transportation Projects	\$145,830,456	\$1,388,670,456
11	District Discretionary	\$177,876,190	\$1,850,000,000
11ES	Energy Sector	\$210,206,080	\$2,714,115,000
11SF	District Safety	\$92,314,202	\$1,191,932,030
12	Strategic Priority	\$103,207,835	\$13,870,043,371
12CL	Strategic Priority (Texas Clear Lanes)	\$176,802,030	\$5,576,802,030
	Sub-Total Distribution (Less Cat 3)	\$4,471,881,799	\$87,471,566,918



Type of Funding	Total Funding
UTP Draft Distribution (Less Cat 3)	\$87,471,566,918
Estimated Category 3 Funding	\$7,000,000,000
Total Estimated Draft 2027 UTP Funding	\$94,471,566,918
Estimated Development Costs	\$31,500,000,000
Estimated Routine Maintenance Contracts	\$10,970,000,000
Total Ten-Year Estimated Investment	\$138,941,566,918

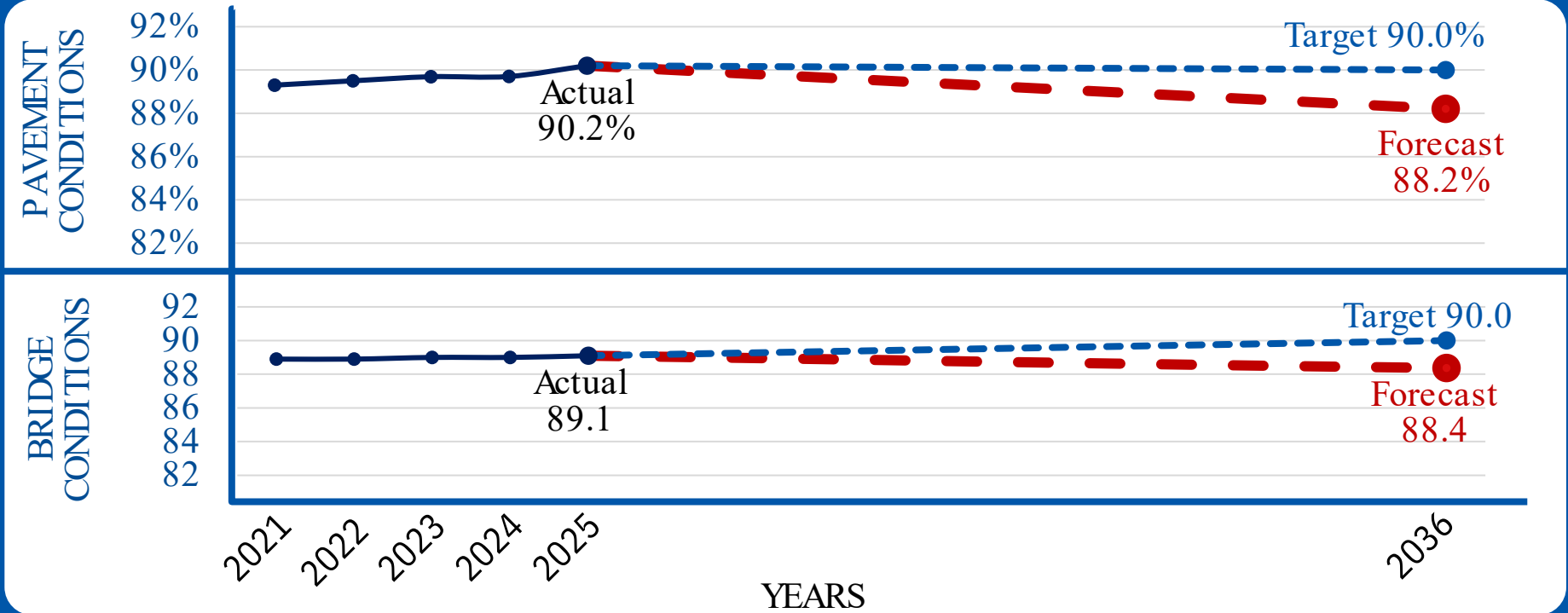


Safety



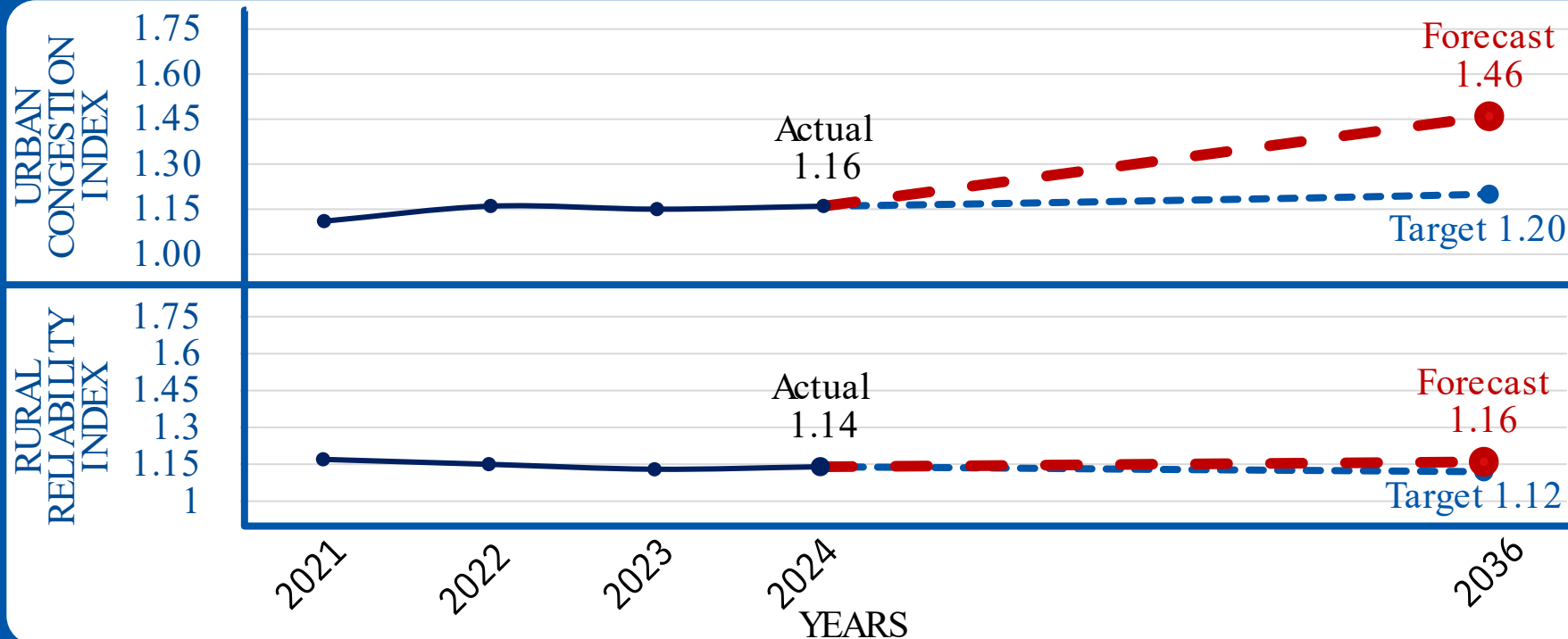


Preservation





Mobility





The continued decrease in funding represents a shift from expanding the UTP portfolio of projects to an increased focus on the development of existing planned projects

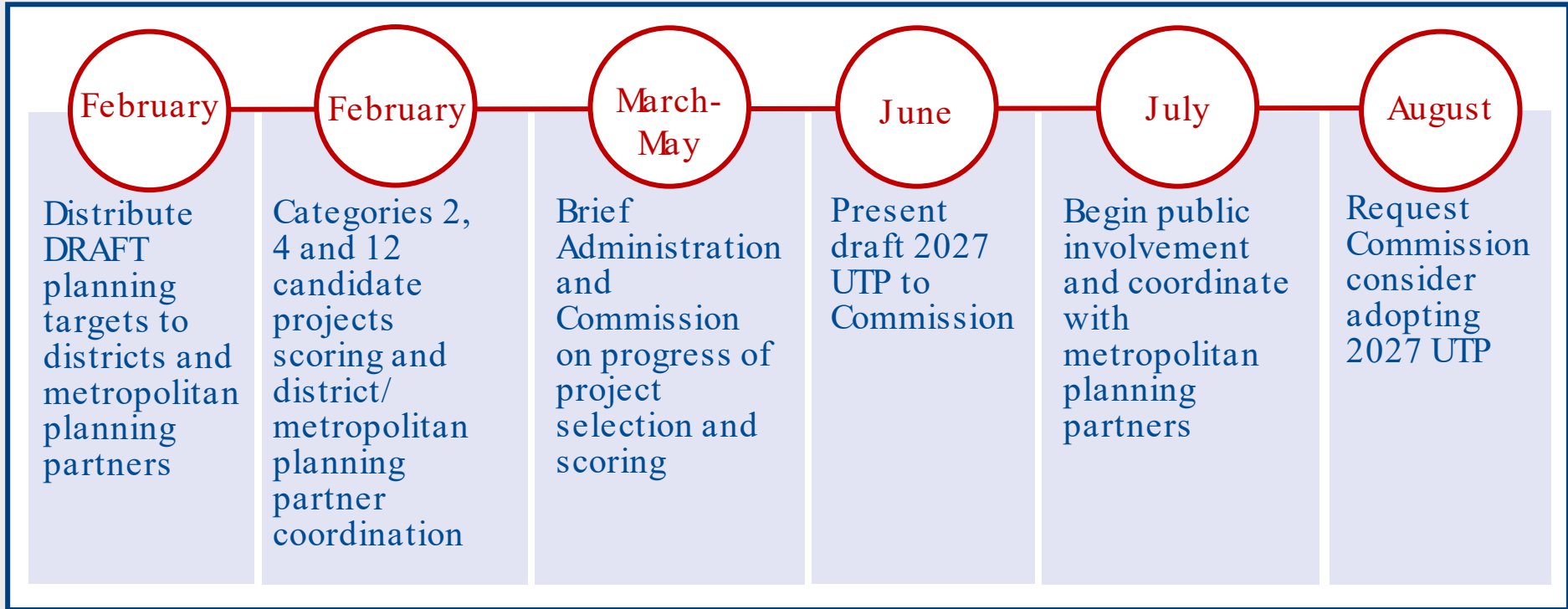
If declining trend in UTP funding continues:

- ✓ Very limited ability to add new mobility projects, slowing the expansion of Texas' highways
- ✓ Delayed delivery of planned projects is likely, especially those with existing funding gaps

Funding challenges for project development:

- ✓ Professional engineering and ROW budgets are limited, adding risk in delivering the current portfolio
- ✓ If UTP funding were to increase, additional resources would also be needed to support project development

Additional projects can be accelerated if funding becomes available





QUESTIONS