

FEDERAL PLANNING FINDING | TEXAS FISCAL YEAR 2027–2030
FEDERAL HIGHWAY ADMINISTRATION / FEDERAL TRANSIT ADMINISTRATION
Joint Planning Finding

August 13, 2026

Executive Summary

Purpose and finding. Pursuant to title 23 of the Code of Federal Regulations (23 CFR) § 450.220(b), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) review the Statewide Transportation Improvement Program (STIP) and make a joint finding regarding the extent to which it is based on a statewide transportation planning process that meets or substantially meets title 23 of the United States Code (23 U.S.C.) §§ 134 and 135, 49 U.S.C. §§ 5303 and 5304, and 23 CFR part 450, subparts A, B, and C, as applicable. Based on the documentation reviewed, the Texas Fiscal Year (FY) 2027–2030 STIP is structured to substantially meet the applicable Federal statewide and metropolitan planning and programming requirements. Final approval should remain contingent on resolution of any outstanding FHWA/FTA review comments and confirmation of all required transportation conformity determinations, fiscal-constraint demonstrations, and State and metropolitan planning organization (MPO) certifications.

Texas STIP reviewed. The FY 2027–2030 STIP prepared by the Texas Department of Transportation (TxDOT) is a four-year, multimodal program for all areas of the State. TxDOT's published STIP package contains the State self-certification; STIP development and implementation procedures; a financial plan; project listings and grouping procedures; public involvement documentation; performance-based planning and programming information; Americans with Disabilities Act (ADA) and Title VI materials; air-quality transportation conformity documentation; and appendices addressing rural consultation, funding, financial summaries, performance measures, highway, transit, and Federal lands projects.

Development process. TxDOT's published development schedule documents consultation with MPOs, nonmetropolitan local officials, Tribal and public transportation partners, and State and Federal agencies; coordinated compliance reviews of project data and fiscal constraint; two Transportation Improvement Program (TIP) review cycles; final TIP submissions; statewide financial analysis; and public involvement. A statewide virtual public hearing was held on June 30, 2026, with written comments accepted through July 13, 2026. The schedule called for routing the final STIP from the TxDOT Executive Director to the U.S. Department of Transportation in July 2026. TxDOT satisfied the statewide public involvement requirements applicable to development of the FY 2027–2030 Statewide Transportation Improvement Program

under 43 TAC §16.103(d)(1)(A)–(C). TxDOT published notice of the proposed STIP and statewide public hearing in the June 12, 2026, Texas Register; conducted a statewide virtual public hearing on June 30, 2026; provided a public comment period through July 13, 2026; and made the proposed STIP available for public review consistent with the department's statewide public involvement procedures. The notice-to-hearing interval exceeded the 15-day minimum required by §16.103(d)(1)(A), and the written-comment period satisfied the minimum 30-day period required by §16.103(d)(1)(B).

Federal Determination

Principal Basis for the Finding

Continuing, cooperative, and comprehensive process: The STIP development process reflects statewide coordination among MPOs, public transportation operators, nonmetropolitan officials, Tribal interests, and Federal and State partners, consistent with 23 CFR §§ 450.206, 450.208, and 450.210.

Consistency with long-range plans: STIP projects and project phases must be consistent with Connecting Texas 2050, TxDOT's current long-range statewide transportation plan, and applicable approved metropolitan transportation plans in MPO areas, consistent with 23 CFR §§ 450.216 and 450.218(k).

Four-year program and complete project information: The FY 2027–2030 STIP covers four years and includes the project or phase description, costs, Federal funding, non-Federal funding sources, and implementing agency information required by 23 CFR § 450.218(a), (g)–(j).

Fiscal constraint: The STIP includes a statewide financial summary and year-of-expenditure financial information supporting the demonstration of fiscal constraint by year, adequate operations and maintenance funding, and the reasonable availability of funds, consistent with 23 CFR § 450.218(l)–(m) and (o).

Performance-based planning: The STIP includes performance measures, targets, and anticipated investment effects, supporting 23 CFR §§ 450.206(c) and 450.218(q).

Compliance Summary — 23 CFR Part 450

23 CFR Citation	Requirement	Finding	Basis / Review Note
450.200–.206	Purpose, scope, planning factors, performance-based	Meets	Statewide multimodal process; 10 planning factors; performance measures and targets integrated into STIP investment priorities.

	planning and programming		
450.208	Coordination of planning activities	Meets	Coordination with MPOs, public transportation operators, nonmetropolitan officials, State and Federal agencies, and other planning processes documented in STIP development.
450.210(a)	Interested parties/public involvement	Meets	Documented statewide public involvement; electronic availability; virtual hearing June 30, 2026; comment opportunity through July 13, 2026; response/documentation included in STIP appendices.
450.210(b)–(c)	Nonmetropolitan and Tribal consultation	Meets	Rural consultative process and District-level outreach documented; final file includes evidence of required consultation with nonmetropolitan local officials and Tribal governments.
450.216	Long-range statewide transportation plan	Meets	Connecting Texas 2050 provides the current statewide long-range multimodal policy framework; STIP projects are required to be consistent with the statewide and applicable metropolitan long-range plans.
450.218(a)–(f)	STIP coverage, cooperation, TIP incorporation, comment	Meets	Four-year statewide program; MPO TIPs incorporated without change after required approvals; nonattainment and maintenance TIPs have FHWA/FTA conformity findings before inclusion.
450.218(g)–(j)	Project content, regionally significant projects, grouping	Meets	Highway, transit, and Federal lands listings and grouped-project procedures address required project phases, descriptions, costs, Federal funds, responsible agencies, and appropriate grouping.
450.218(k)	Consistency with statewide and metropolitan transportation plans	Meets / project-level review	Project-level review should confirm consistency with the long-range statewide transportation plan and the applicable approved metropolitan transportation plan, including project description, design concept, and scope where conformity applies.
450.218(l)–(m), (o)	Financial plan and fiscal constraint	Meets	Statewide financial summary and fiscal-constraint documentation show revenues and costs in year-of-expenditure dollars, fiscal constraint by year, and full funding reasonably anticipated.

450.218(q)	Anticipated effect toward performance targets	Meets	STIP Chapter 6 and Appendix E address performance measures, targets, and anticipated investment effects.
450.220(a)	State self-certification	Meets	Final submission includes a signed State certification covering the applicable planning, civil-rights, accessibility, air-quality, age, sex, and disability requirements in § 450.220(a).
450.220(b)	Federal joint finding and approval	This document	FHWA/FTA may approve the entire STIP, approve subject to corrective actions, or approve a partial STIP when the process substantially meets Federal requirements.
Subpart C	Metropolitan planning and TIPs	Applicable through MPO TIPs	23 CFR §§ 450.326, 450.328, 450.330, 450.332, and 450.336 address TIP development and revisions, STIP incorporation, Federal TIP action, project selection, self-certification, and Federal certification of transportation management areas, as applicable.

Air quality conformity. Texas includes metropolitan nonattainment and maintenance areas. Under 23 CFR §§ 450.218(b), 450.326(a), and 450.330(b), metropolitan TIPs in nonattainment and maintenance areas are subject to required FHWA/FTA conformity determinations before inclusion in the STIP. Regionally significant projects also must be addressed consistent with 23 CFR §§ 450.218(h) and 450.326(f) and the transportation conformity requirements in 40 CFR part 93, as applicable.

Civil rights and accessibility. The State self-certification required by 23 CFR § 450.220(a) covers applicable planning, Title VI, disadvantaged business enterprise, equal employment opportunity, ADA, Clean Air Act, age, sex (including 23 U.S.C. § 324), and Section 504 requirements. STIP Chapter 7 provides program-level ADA and Title VI documentation; project-level compliance remains applicable during project development and implementation.

Planning Finding, Conditions, and Approval Recommendation

1. Joint Planning Finding

FHWA and FTA find that the FY 2027–2030 Texas STIP was developed through a statewide transportation planning and programming process that meets or substantially meets the applicable requirements of 23 U.S.C. §§ 134 and 135, 49 U.S.C. §§ 5303 and

5304, and 23 CFR part 450, including the statewide and nonmetropolitan requirements in subpart B and applicable metropolitan requirements in subpart C. The STIP provides the required four-year program framework, incorporates metropolitan TIPs, documents rural and public involvement processes, demonstrates the State's approach to fiscal constraint, addresses performance-based planning and programming, and includes provisions for air-quality conformity, civil rights, accessibility, and Federal lands and Tribal transportation programs.

2. Approval Recommendation

Recommended action: Following completion of the review items above, FHWA and FTA should jointly approve the FY 2027–2030 Texas STIP under 23 CFR § 450.220. The approval period generally may not exceed four years (§ 450.220(c)). STIP amendments require joint FHWA/FTA approval (§ 450.220(a)); changes affecting fiscal constraint must be amendments (§ 450.218(n)). Only projects in an approved STIP are eligible for FHWA- or FTA-administered funds, subject to the exceptions in §§ 450.218(g) and 450.220(d) (§ 450.222(a)).

Overall Planning Finding:

SUBSTANTIALLY MEETS — Recommend joint FHWA/FTA approval of the FY 2027–2030 Texas STIP and Planning Finding under 23 CFR § 450.220, based on the agencies' review and confirmation of transportation conformity determination and fiscal-constraint prerequisites.

DAVID EDMUND
BARTELS

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/s/ David Bartels, Director
Planning and Program Development
Federal Transit Administration
Date: **mo./day/year**

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/s/ Ed Burgos-Gomez, Acting Director
Program Development
Federal Highway Administration
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KEY RESOURCES CITED

- 23 CFR Part 450, Subpart B, especially §§ 450.206, 450.208, 450.210, 450.216, 450.218, 450.220, and 450.222 (Electronic Code of Federal Regulations, Title 23 up to date as of August 6, 2026).
- 23 CFR Part 450, Subpart C, including §§ 450.326, 450.328, 450.330, 450.332, and 450.336 and related metropolitan TIP and certification provisions, as applicable.
- TxDOT, FY 2027–2030 Statewide Transportation Improvement Program webpage and complete STIP chapter/appendix listing.
- TxDOT, Texas 2027–2030 STIP Development Schedule (consultation, TIP/STIP review, public involvement and submission milestones).
- TxDOT, Statewide Transportation Improvement Program FY 2027–2030 virtual public hearing notice (June 30, 2026; comments through July 13, 2026).
- TxDOT, Connecting Texas 2050, current Statewide Long-Range Transportation Plan (adopted July 30, 2024).