

July 15, 2026

2027 UTP REFLECTS LOWER REVENUE ESTIMATE – TxDOT’s annual Unified Transportation Program document allocating anticipated project funding over the coming decade is out for public comment. Projected revenues for the period are down from \$101 Billion in last year’s UTP to \$95 Billion available for distribution to projects in the 2027 UTP. When pre-construction and maintenance costs are included the 10-year total investment in projects surpasses \$137 billion over the decade. Significant near-term I-69 projects on the list are located in Harrison, Nacogdoches, Polk, Harris, Wharton, Victoria, Refugio, San Patricio, Brooks, Kenedy, Cameron, Hidalgo and Webb Counties. I-69 projects expected to be awarded in the coming year include 4 miles of US 59 from Wharton to Pierce (\$250 million), the US 77 Sinton Relief Route (\$153 million), and reconstruction of a portion of Houston’s I-69 Southwest Freeway (\$790 million). The 30-day comment period on the Draft UTP runs through August 3 with a virtual public hearing on July 29. The Transportation Commission is set to vote on UTP approval on August 26. The Alliance will submit comments in support of I-69 project funding.



responsibility of transportation leaders to protect and invest in the interstate legacy system, modernize it and prepare it for future generations. U.S. Deputy Secretary of Transportation Steven Bradbury said interstate highways are a top priority for the current Administration which wants to invest, build and expand the current 47,000 mile national system.

I-69 CORRIDOR ECONOMIC MILESTONES

POLK COUNTY – The Alabama-Coushatta Tribe of Texas broke ground on a new casino resort alongside US 59/Future I-69 seven miles north of Livingston in June. **CAMERON COUNTY** – The Port of Brownsville celebrated completion of the deepening of the Brownsville Ship Channel to 52 feet. Brownsville now has one of the deepest navigation channels on the Gulf. **NUECES COUNTY** – The Port of Corpus Christi has entered into an exclusive negotiation agreement with DP World to develop a container terminal along the port’s Inner Harbor.

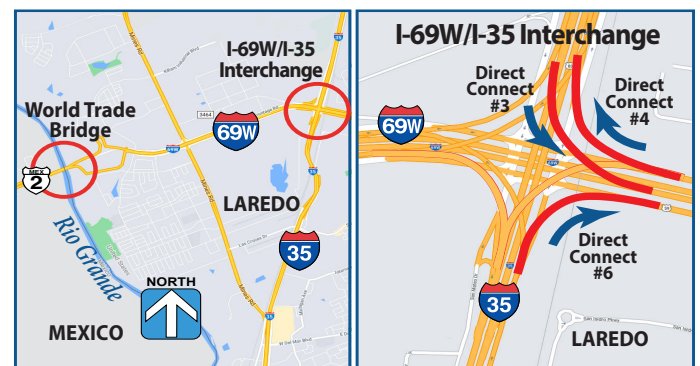
FUTURE INTERSTATE PROJECT PLANNING – A public meeting will be held July 21 at the Polk County Commerce Center about proposed future upgrades to interstate standard on US 59 in Livingston. A public meeting will be held July 23 at the Bee County Expo Center on the future upgrade of US 59 from near I-37 to FM 351 in Beeville spanning about 16 miles. Virtual presentations will be available at www.txdot.gov after each public meeting.

I-69W LAREDO PROJECTS – In June the Transportation Commission awarded a \$69.9 million contract to construct the final three direct connectors in Laredo’s expansive I-69W/I-35 interchange. The contract includes direct connectors 3, 4 and 6 completing the connection between I-35 and the portion of I-69W that is on the east side of I-35 and the Union Pacific rail line. This section of the interstate has been incrementally under development as funding became available for more than a decade. Connectors 5 and 8 were completed in 2024. Farther to the east, work is nearing the halfway point on the \$344 million conversion of 4.7 miles of the US 59 Laredo Loop from a city boulevard to a full I-69W interstate highway.



(l-r) Marc Williams, Jennifer Shepard, Lauren Garduño

INTERSTATE SYSTEM BIRTHDAY – Marc Williams, TxDOT executive director, Jennifer Shepard, I-69 Alliance executive director, and Lauren Garduño, president of the Ports-to-Plains Alliance, were among those celebrating the 70th Anniversary of the Interstate Highway System on June 29 in Washington. Several speakers at the event pointed to the need to add new miles to the system. Marc Williams noted that future interstate corridors in Texas (I-69, I-14 and I-27) will strengthen connections between communities, military installations, ports, border gateways and major economic regions. He said it is the



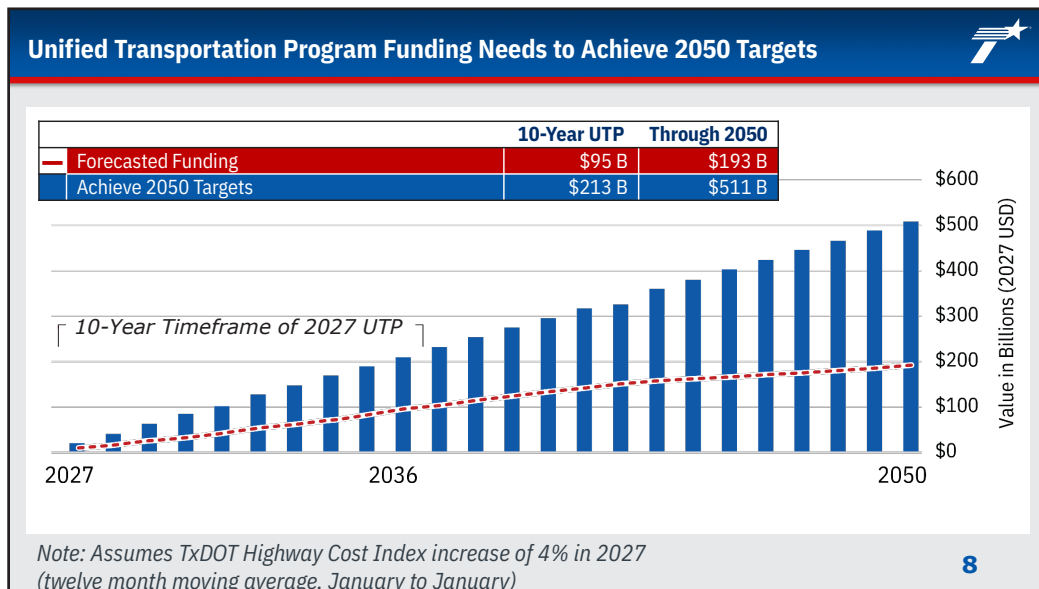
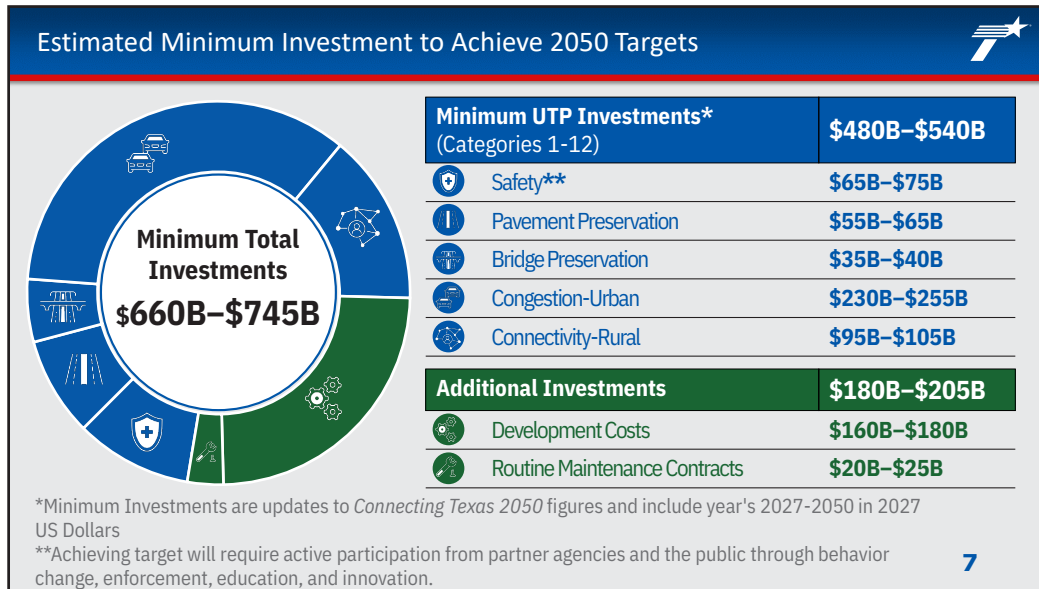
Texas Highway Funding Facts

During the June presentation of the Draft 2027 UTP, TxDOT staff included two graphs that dramatically illustrate the size of the highway funding shortfall faced by Texas going forward.

THE NEED - An objective of TxDOT's 2024 Long-Range Transportation Plan was to determine the level of investment needed to achieve 2050 targets for safety, preservation and system expansion. TxDOT's updated assessment shows UTP funding needs from 2027 through 2050 of between \$480 billion and \$540 billion for construction plus \$180 billion to \$205 billion for pre-construction project development. That results in a total

minimum needed to achieve targets of between \$660 billion and \$745 billion.

FUNDING - The second graph looks at UTP investment and does not include development costs. It shows that the longer there is a delay in increasing forecasted funding, the steeper and more expensive it becomes to catch up to future funding needs. That eventually makes it more difficult to meet the challenge to achieve 2050 performance targets. It is essential that additional state and federal funding for highway development be provided over the coming years.



Alliance for I-69 Texas

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