



May 18, 2026

**LOOKING AT FUNDING NEEDS** – The Texas Senate Finance Committee will hold a hearing July 27th to take testimony on current transportation funding from all sources and the long-term needs of the state’s highway system. The committee is also charged with assessing TxDOT’s use of funds appropriated by the Legislature in 2025. The committee will make recommendations for legislative action in the 2027 session “to ensure the effective and efficient use of transportation funding.” Transportation advocates plan to encourage the committee to recommend expanding funding dedicated to preserving and expanding the state’s highway network, including unbuilt sections of the I-69 System. The House Transportation Committee’s Funding Subcommittee, chaired by Rep. Terry Canales of Edinburg, will also look at the need for more funding. No hearing dates have been set.

**I-69 FEDERAL APPROPRIATIONS REQUESTS** – Members of Congress representing sections of the I-69 Corridor have submitted four requests totaling \$20 million in FY 27 appropriations for I-69 projects. The Alliance assisted local communities in identifying projects that needed pre-construction funds and in working with congressional offices to urge they request those projects receive funding. The Alliance appreciates the action taken by members of the Texas congressional delegation to secure funding for I-69 projects. Each request was for \$5 million. The requests are:

- Nueces County, connection of I-69E and SH 44, by Rep. Michael Cloud, Dist. 27.
- City of Lufkin, I-69 segment from Diboll to Lufkin, by Rep. Pete Sessions, Dist. 17.
- Wharton County, I-69 segment south from El Campo, by Rep. Troy Nehls, Dist. 22.
- San Jacinto County/Polk County, I-69 segment from north of Shepherd to the Trinity River, and an I-69 segment in Livingston, by Rep. Morgan Luttrell, Dist. 8.

**FREIGHT PLANNING** – Freight Advisory Committee members will be voting on approval of updated freight network maps when they meet June 8 in Austin. Alliance representatives were among those who participated in a series of stakeholder workshops in April where they reviewed maps and provided input for the updated State Freight Plan which is on path for final approval at the end of the year.

**POPULATION INSIGHTS** – State population growth trends and projections are one of the key inputs in the scoring and selection of projects for inclusion in the 10-year UTP. TxDOT commissioners got a look in April at the latest data from Dr. Helen You, interim director of the Texas Demographic Center. State population growth from 2024 to 2025 was 1.2% which

was more than twice the national growth rate of 0.5%. Texas growth slowed compared to recent years but still led the nation in numeric gains, adding about 391,000 new residents. That is a daily gain of 1,072, down from a peak of more than 1,600 a day in 2022 and 2023. Growth is concentrated in the state’s four largest metros but populations continue to decline in 108 counties, most of them west of I-35. The total state population in 2025 was 31.7 million. The mid-range population projection for Texas is 37 million by 2040 and 41 million by 2055. (See map on Page 2)

**NEW HIGHWAY BILL** – This week the U.S. House Transportation and Infrastructure Committee leadership released the initial text of a bipartisan, 5-year surface transportation reauthorization bill. It is being called the “Build America 250 Act.” The current highway bill expires Sept. 30. Committee leaders plan to introduce the bill soon but no date has been set for a legislative markup of the bill. The I-69 Alliance is helping lead an effort to have dedicated federal funding for future interstate highways included as part of the bill before final approval. I-69 supporters are encouraged to continue to seek opportunities to voice their support for this proposal to Members of Congress and Hill staff.

**2 THE INTERSTATE SYSTEM WAS LARGELY COMPLETED BY 1985 AND OFFICIALLY ENDED IN 1992.**

Since then there has been no dedicated federal funding for new multi-state corridors. That gap is starting to show.

**CAFI** Congressionally Authorized Future Interstate Coalition  
Renewing The National Commitment To Multi-State Connectivity Corridors

*This message is part of an online educational series being presented by the I-69 Alliance and other organizations that are part of the effort to support renewed dedicated federal funding of future interstate highways.*

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


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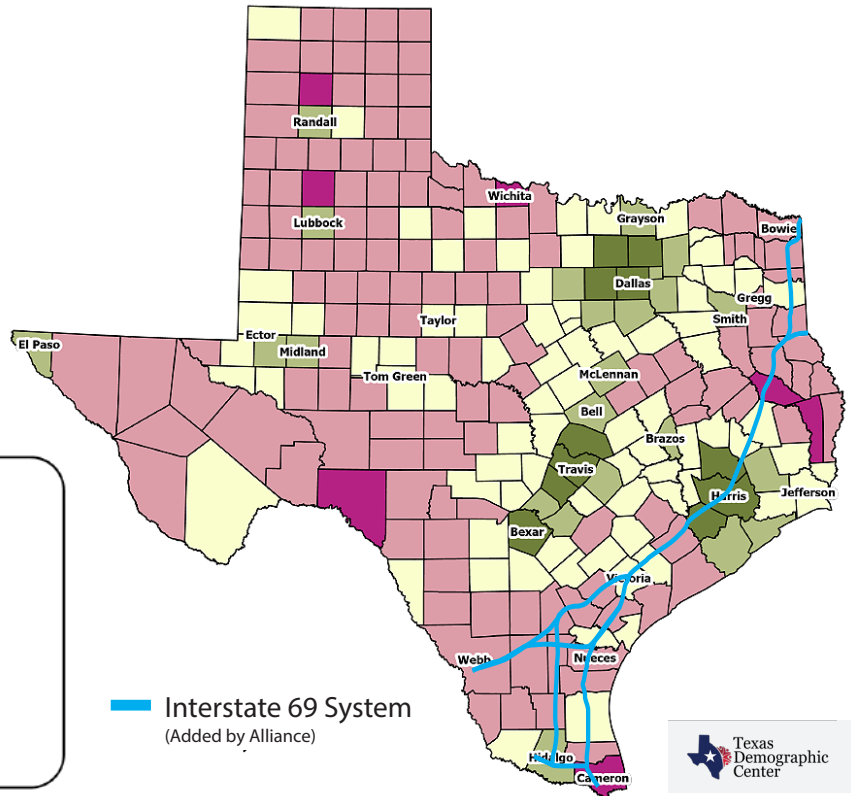
# TEXAS COUNTIES

## Projected Population Numeric Change 2020-2060

- 139 counties are projected to lose population
- Current metro area counties will account for 99% of the state's growth from 2020 to 2060

### Projected Numeric Population Change, 2020 - 2060

	-20,990 - -10,000 (7)
	-9,999 - 0 (132)
	1 - 50,000 (81)
	50,001 - 300,000 (23)
	300,001 - 2,129,869 (11)



## Texas Highway Funding Facts

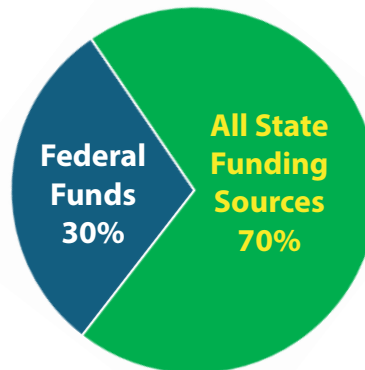
Funding for Texas highways has evolved over the decades and today comes from a blend of revenue sources. The Alliance is taking a look at each of the revenue sources that go into paying for developing and maintaining our state infrastructure.

### FEDERAL FUNDS

More than 30% of TxDOT's two year budget comes from federal funds. Federal funds are included in TxDOT's budget as estimated reimbursements for payments on projects that meet certain federal requirements. Federal funds come to TxDOT after portions of the projects have been built, paid for, and reimbursed back to the state.

At the federal level, revenue collected from the federal tax on gasoline and diesel is deposited in the Highway Trust Fund. Highway Trust Fund dollars are then distributed to states in amounts primarily determined by highway and transit formulas, in addition to discretionary allocations. For decades, federal aid for highways was supported solely by tax and fee revenue deposited in the Highway Trust Fund. Since 1993, the

### TxDOT Funding



federal motor fuels tax rate has remained at 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel. The buying power of the fuels tax has declined sharply over the decades and fallen far behind in keeping up with the rising demands on the nation's transportation system. Since 2008, Congress has supplemented the Highway Trust Fund with federal general revenue to add to federal gas tax collections.

This year Congress is expected to consider adding an extra annual federal fee to electric vehicles to help cover a share of the cost of using the nation's highways.



Alliance for I-69 Texas

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