

Infrastructure:

Strengthening Texas' Transportation System

September 2026



Top Line

- 1. Texas depends on one of the nation's largest transportation systems to move people and goods and support the state's growing economy.**
- 2. Texas has invested heavily in transportation and has made progress, but population growth, traffic deaths, aging infrastructure, limited transit options, and different urban and rural needs continue to strain the system.**
- 3. The 2025 Legislature continued major transportation investments and took targeted action on rail crossings, freight rail, ports, aviation, and high-speed rail oversight, but largely kept Texas's highway-centered funding system in place.**
- 4. Texas should protect the investments that are working while putting more emphasis on maintaining existing infrastructure, reducing traffic deaths, fixing dangerous rail crossings, expanding practical transportation options, and preparing infrastructure for future growth and severe weather.**

Texas's transportation system is essential to the state's economy, connecting people and communities while supporting trade, energy, manufacturing, agriculture, and other major industries. The economic stakes are substantial: Texas ports alone support nearly \$713.9 billion in economic activity and 2.5 million jobs statewide. [23] Yet rapid population growth is increasing demand

on a system that still faces thousands of roadway deaths, aging infrastructure, limited transportation options, unmet rail needs, and growing risks from severe weather.

Texas should protect the investments that are working while strengthening safety, expanding practical local and regional transportation options, supporting rail, allowing careful consideration of high-speed rail, and making resilience a larger part of transportation planning.

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Backup

1. Texas depends on one of the nation's largest transportation systems to move people and goods and support the state's growing economy.

a. Texas's transportation system is massive and central to the state economy.

- Texas has more than **56,000 bridges and bridge-class culverts**, more than twice as many bridges as any other state. These structures carry an estimated **616 million vehicle crossings** each day. [1]
- Texas also has the **largest rail network in the country, with more than 10,400 miles of track**. Freight rail carries products including oil and gas, agricultural goods, chemicals, and consumer products. [1]
- Texas ports move more cargo than those of any other state, handling **more than 746 million tons** each year. Port-related activity supports about **\$713.9 billion** in economic activity, **2.5 million jobs**, and **\$17.1 billion in annual state and local tax revenue**. [23]

b. Texas is already spending heavily on transportation.

- **TxDOT's 2026–27 budget totals \$39.92 billion**. Federal funds make up **30.3 percent** of the budget. Two voter-approved constitutional amendments provide another **39 percent**: Proposition 1, approved by Texas voters in 2014, directs a portion of oil and gas severance tax revenue to the State Highway Fund, while Proposition 7, approved in 2015, dedicates portions of state sales and motor vehicle tax revenue to

the fund. Traditional State Highway Fund revenue provides another **24.8 percent**. [4]

- **The Texas Transportation Commission adopted the 2027 Unified Transportation Program in August 2026.** The plan includes approximately **\$95 billion in infrastructure investments over 10 years**. When estimated project development costs and routine maintenance contracts are included, TxDOT projects **more than \$137.5 billion in total investment**. [3]
- **Transportation investment can also produce significant economic benefits.** Texas A&M Transportation Institute estimated that TxDOT's **previous 2025 10-year investment plan** could generate **\$29.4 billion per year** in economic benefits and support an additional **71,500 direct and indirect jobs**. [2]
- **Texas's transportation challenge is not simply a lack of spending.** The 2027 UTP notes that a large majority of TxDOT funding is dedicated to improving the state highway system. Proposition 1, Proposition 7, and constitutionally dedicated State Highway Fund revenue generally cannot be used for passenger or freight rail, public transit, aviation, or ports, leaving those modes to rely on more limited funding sources. [3][4] *(See Appendix 1 for a breakdown of TxDOT's 2026–27 budget sources and uses.)*

c. Some transportation measures have improved.

- TxDOT reports that compared with 2014, Texans were **driving 17 percent more miles while experiencing 15 percent fewer annual hours of delay on TxDOT roadways**. [2]
- Roads also improved from a D+ in the 2021 Texas Infrastructure Report Card to a **C- in 2025**, while bridges maintained a **B-**. Transit, by comparison, **received a D+**. [1]
- These measures show that conditions have improved in some areas even as transportation demand has grown. The challenge is maintaining that progress as Texas continues to add people, vehicles, freight, and infrastructure.

2. Texas has invested heavily in transportation and has made progress, but population growth, traffic deaths, aging infrastructure, limited transit

options, and different urban and rural needs continue to strain the system.

a. Texas's rapid growth is putting more pressure on the transportation system.

- Texas's population is projected to **grow about 40 percent from 2020 to 2050**, from **29 million to more than 40.6 million people**. Most of that growth is expected in the Texas Triangle and other urban areas. The Texas Triangle includes Dallas-Fort Worth, Houston, Austin, and San Antonio. [5]
- More people will also mean more travel. TxDOT projects vehicle miles traveled in Texas to **increase 42 percent by 2050**, with **more than 85 percent** of that growth occurring in the Texas Triangle and along major interstate highways. [5]
- TxDOT estimates that **nearly 30 percent** of vehicle miles traveled in Texas could occur in congested conditions **by 2050**. Meeting that demand will require Texas to decide where more road capacity is needed and where other transportation options can help move people more efficiently. [5]

b. Roadway deaths fell significantly in 2025, but Texas still loses thousands of people in crashes every year.

- Texas recorded **3,769 motor-vehicle traffic deaths in 2025**, down **9.38 percent from 4,159 in 2024**. [6]
- The decline happened while vehicle miles traveled increased to **314 billion miles**. The death rate fell from 1.35 to **1.20 deaths per 100 million vehicle miles traveled**. [6]
- Despite that progress, TxDOT estimates motor-vehicle crashes caused about **\$54.2 billion in economic losses in 2025**. [6]

c. Texas's bridges are generally in good condition, but many are aging.

- More than **42 percent of Texas bridges were built before 1974**, meaning a large share has reached at least 50 years of age. [1]
- Only about **1.23 percent** were in poor condition in the latest data used by ASCE, so Texas does not currently have a statewide bridge-condition crisis. [1]
- The concern is future cost. ASCE reported **about \$736 million** in annual bridge preservation spending but estimated roughly **\$1.8 billion per year** could be needed for maintenance over time. [1]

d. Public transportation remains one of the weaker parts of the system.

- Texas transit received a **D+** in the 2025 Infrastructure Report Card, compared with a B- for bridges, C- for roads, C for rail, and C+ for ports. [1]
- Texas transit systems provided about **205 million rides in 2023. 89 percent** occurred within metropolitan transit authority areas. [1]
- Texas provides state transit assistance, but funding is much smaller than the dedicated funding available for highways. TxDOT's 2026–27 budget directs **\$35.36 billion, or 89 percent**, toward highway project development, delivery, and roadway maintenance, while about **\$860 million supports public transit, aviation, maritime, and rail combined**. TxDOT also administers separate state and federal transit programs for rural areas, intercity buses, small urban systems, and seniors and people with disabilities. [4][7]

e. Rural and urban Texas need different transportation solutions.

- Dense metropolitan corridors may support frequent buses, bus rapid transit, commuter rail, or other high-capacity service where enough people are traveling along the same route.
- Rural communities often need something different. Texas currently has **36 rural public transportation operators**, and rural programs are designed to connect residents with health care, employment, education, shopping, and other destinations. [1][7]
- That makes demand-response service, regional connections, intercity transportation, and reliable vehicle replacement particularly important in rural areas.

f. Severe weather creates growing risks for Texas transportation infrastructure.

- **Flooding, hurricanes, extreme heat and cold, wildfires, and other severe weather can damage roads, bridges, rail lines, and other transportation infrastructure or make them temporarily unusable.** TxDOT's Statewide Transportation Resilience Plan identifies these hazards as risks to the state transportation system. [19]
- **TxDOT has already identified 696 potential projects and 116 strategies to make the transportation system more resilient.** The plan also identifies seven performance measures and 14 potential funding and financing opportunities. [19]

- **However, resilience is not currently a separate statewide factor used to score projects for the Unified Transportation Program.** Texas considers factors such as safety, congestion, road and bridge condition, connectivity, population, employment, and freight when selecting projects, but severe-weather resilience is not listed as its own measure. [18][19]

g. Texas's current high-speed rail funding restriction limits the state's options.

- **Texas law generally prohibits state funding for privately operated high-speed rail.** Since 2017, the Legislature and state agencies generally have been barred from using state money for planning, construction, maintenance, security, promotion, or operation of high-speed rail operated by a private entity. The law does not prohibit private high-speed rail projects or prevent TxDOT from carrying out required regulatory, oversight, environmental-review, and other responsibilities. [16]
- **Texas has authority to develop rail infrastructure, including high-speed rail, but current law complicates a state-led model.** State law allows TxDOT to acquire, finance, construct, and maintain passenger rail facilities and expressly includes high-speed rail within the facilities it may develop. However, TxDOT must contract with a private entity to operate a railroad using state-owned facilities, cannot use its own employees to operate the trains, and cannot own the rolling stock. Because Texas also generally prohibits state funding for high-speed rail operated by a private entity, the two laws could limit how Texas could structure a state-led high-speed rail project. [16][34]
- **The restriction was intended to protect taxpayers from having to bail out a private project if its financing fell short.** That remains a legitimate concern. In 2025, the Federal Railroad Administration and Amtrak agreed to end a **\$63.9 million federal grant** for the Amtrak Texas High-Speed Rail Corridor, previously known as the Texas Central Railway project. USDOT said the project's estimated capital cost had **risen above \$40 billion** and described continued federal investment as a taxpayer risk. [21]
- **However, the law also prevents Texas from making even a limited financial investment in a privately operated high-speed rail project.** As a general rule, the Legislature cannot appropriate and state agencies cannot use state money for the project costs covered by the law, even if lawmakers wanted to consider a capped investment alongside

substantially larger private or federal funding. That limits the state's ability to evaluate potential public-private financing arrangements on a case-by-case basis. [16][22]

3. The 2025 Legislature continued major transportation investments and took targeted action on rail crossings, freight rail, ports, aviation, and high-speed rail oversight, but largely kept Texas's highway-centered funding system in place.

a. The Legislature increased TxDOT funding again for 2026–27.

- Senate Bill 1 appropriated **\$39.92 billion to TxDOT for FY 2026–27**, about \$2.61 billion more than the previous biennium. [4]
- About **\$35.36 billion, or 89 percent**, is directed toward highway project development, delivery, and roadway maintenance. [4]
- SB 1 also appropriated about **\$860 million for public transit, aviation, maritime projects, and rail**, reinforcing the large difference between highway funding and funding for other transportation modes. [4]

b. Lawmakers made a significant new investment in railroad-crossing safety.

- **SB 1555** created a state grant program for overpasses, underpasses, and pedestrian projects that separate roads or walkways from railroad tracks outside the state highway system. [4]
- Texas has more than **8,000 public rail-highway crossings on roads outside the state highway system**, where local governments historically had fewer options for funding major grade-separation projects. [4]
- The Legislature provided **\$250 million** for the program. In March 2026, the Texas Transportation Commission awarded funding to projects in the Amarillo, Houston, Laredo, and San Antonio areas and reserved **\$89.6 million** to help draw down possible federal matching funds. [4][10]

c. The Legislature also made targeted investments in freight, ports, and aviation.

- **SB 2366** authorized TxDOT to create a grant program for rural rail districts to repair or replace tracks and bridges and improve short-line rail capacity. However, the Legislature did not appropriate funding for the program for 2026–27. [4][11]

- **SB 1939** allows interest earned by the Ship Channel Improvement Revolving Fund to stay in the fund and help finance future port and ship-channel improvements. [4]
- **HB 4520** reduced the required local match for eligible airport projects in economically disadvantaged counties **from 10 percent to 5 percent**, making it easier for lower-resource communities to qualify for state aviation assistance. [4]

d. The session did not fundamentally change how Texas finances transportation.

- **HB 2003** increased reporting requirements for proposed high-speed rail projects, including financing, costs, timelines, ridership projections, routes, and foreign investment. It increased transparency but did not ban private high-speed rail. [4]
- Proposals to allow some local transit sales-tax revenue to be redirected to other transportation projects did not become law, nor did a proposed constitutional amendment allowing broader use of certain highway funds for transit projects. [8][9]
- The overall result was **continuity rather than a major restructuring**: Texas maintained strong dedicated highway funding while leaving transit, rural mobility, rail, and other modes to rely on smaller state programs, local revenue, and federal funding. [4][7]

4. Texas should protect the investments that are working while putting more emphasis on maintaining existing infrastructure, reducing traffic deaths, fixing dangerous rail crossings, expanding practical transportation options, and preparing infrastructure for future growth and severe weather. [28]

Maintaining and improving transportation in Texas is essential to the state's future, but transportation needs are complex and vary across the state. The recommendations below draw on existing transportation plans, programs, research, and policy approaches used in Texas and other states. They are intended to give candidates a range of options to consider as they develop their own transportation priorities.

a. Keep Texas roads and bridges in good condition.

- **Protect preventive maintenance and rehabilitation as a core transportation priority as Texas continues to grow.** The 2027 Unified Transportation Program already directs about **\$18.4 billion** toward preventive maintenance and rehabilitation over the next 10 years. Texas should sustain that commitment while continuing to add capacity where growth requires it. [3]
- **Prioritize repairs where acting earlier can prevent larger costs later.** TxDOT should use pavement and bridge condition, safety, traffic, and expected future repair costs to identify projects where timely maintenance can extend the life of existing infrastructure and avoid more expensive reconstruction. [1][3]
- **Account for future maintenance costs when Texas builds new infrastructure.** Major expansion projects should be evaluated not only on their construction cost, but also on what they will cost the state to maintain over their useful life.

b. Give communities more tools to meet local and regional transportation needs.

- **Create a competitive state matching fund for projects that fall outside Texas's traditional highway programs.** Local governments, transit agencies, and regional organizations could compete for funding for projects such as bus rapid transit, regional connections, rural transportation, transit hubs, and other projects that can show clear mobility benefits. Texas currently provides public transportation funding through several narrower programs with different purposes and eligibility requirements. [7]
- **Require applicants to contribute local funding and show measurable benefits, such as shorter travel times, better access to jobs and health care, improved reliability, or reduced congestion.** The Legislature could use General Revenue or another legally available source rather than reducing existing highway funding. Texas already appropriated about **\$860 million for public transit, aviation, maritime, and rail programs for FY 2026-27**, showing that the state already uses non-highway transportation appropriations. [4]
- **Virginia provides a useful model.** Its SMART SCALE program scores projects on safety, congestion, accessibility, environmental quality,

economic development, and land use, then compares those benefits with how much funding each project requests. [12]

- This model could work well in Texas because highway, transit, and other transportation projects would all be evaluated using the same standards.

c. Give local communities flexibility to pursue voter-approved transportation projects.

- **Allow local governments and transit agencies to pursue voter-approved transportation projects using legally available local and federal funding.** Austin voters approved a dedicated local property-tax stream for Project Connect in 2020. [25] The current proposed financing plan for Austin Light Rail Phase 1 relies on federal funding and locally backed sources, including Proposition A property-tax revenue and debt repaid with that revenue. **It identifies no state funding for the project.** [29] The FTA financing table confirms the proposed sources are federal and local.
- **Do not require local transit agencies to obtain state approval simply to seek federal transportation funding.** During the 2025 Texas legislative session, HB 3019 would have required certain transit authorities and related local entities to obtain the governor’s approval before applying for or receiving federal funds for light-rail projects. [24] **For Project Connect, that would have added another level of state approval even though its current financing plan does not rely on state funding.** [29]
- **Local flexibility should still come with accountability.** Project Connect has faced rising costs, a reduced project scope, and legal challenges over its financing structure. The light-rail system presented to voters in 2020 was expected to cost about **\$5.8 billion for roughly 20 miles**, while the **current 9.8-mile Phase 1 project is estimated to cost about \$8.2 billion.** [30]
- **At the same time, state action should not add unnecessary delay to a project that is already behind schedule.** State lawmakers have repeatedly sought to restrict Project Connect’s voter-approved funding structure, including through **SB 2519, SB 3067, SB 3071, and HB 3879** during the 2025 legislative session. Those bills would have prohibited or disrupted the project’s current financing approach. [26][30] Further delays matter because major infrastructure projects generally become more expensive the longer they take to complete. [30]

d. Make reducing traffic deaths a continuing state priority.

- **Put Texas’s existing Road to Zero goal into state law and require TxDOT to align its transportation planning with it.** The Texas Transportation Commission adopted a goal in 2019 to cut roadway deaths in half by 2035 and reach zero deaths by 2050. Putting the goal into state law would make it a legislative requirement. [13] TxDOT has incorporated the goal into its safety programs and calls for greater emphasis on safety in project prioritization, selection, and design.
- **Require TxDOT to report before each regular legislative session on whether Texas is on track and recommend specific actions when it is not.** Texas’s traffic fatality rate remains above the national average. In 2024, Texas recorded **1.35 deaths per 100 million vehicle miles traveled, compared with 1.19 nationally.** [31] Road deaths declined further in 2025, but Texas’s rate of **1.20** remained above the estimated national rate of **1.10.** [6][32] Nationally, traffic deaths fell an **estimated 6.7 percent** in 2025. [32]
- **Pair the goal with proven strategies that make both vehicles and roads safer.** Long-term declines in traffic deaths have resulted from multiple factors, including improvements in vehicle safety, roadway design, seat-belt use, and other safety measures. The national Road to Zero strategy calls for combining safer vehicles with safer road design, speed management, responsible driving, and improved post-crash care rather than relying on any single approach. [33]
- **Texas’s goal is part of a broader effort to eliminate roadway deaths.** The national Road to Zero Coalition has set a goal of eliminating roadway deaths nationwide by 2050 and promotes a Safe System approach that includes safer roads, vehicles, speeds, and road users. [33] Other states have also put similar commitments into law. **Maryland’s Vision Zero law establishes a statutory goal of zero vehicle-related deaths or serious injuries and requires the state transportation department to coordinate implementation across agencies and local governments.** [14]

e. Continue investing in rail safety and freight infrastructure.

- **Continue funding the rail-grade separation program created by SB 1555 beyond its initial \$250 million appropriation.** Texas has **more than 8,000 public rail-highway crossings** on roads outside the state highway system, and the new program gives communities a way to replace high-priority

crossings with overpasses, underpasses, or separated pedestrian crossings. [4][10]

- **Provide dedicated funding for the short-line railroad program created by SB 2366.** The Legislature authorized TxDOT to help rural rail districts repair tracks and bridges, restore rail lines, and increase capacity, but **did not appropriate funding for the program for the 2026–27 biennium.** State Highway Fund money also cannot be used, making a dedicated appropriation or other eligible funding necessary for grants to be awarded. [4][11]
- **North Carolina shows how an ongoing state program can support both goals.** Its Freight Rail & Rail Crossing Safety Improvement Program has provided matching funds since 2013 for short-line infrastructure, freight improvements, shifting freight from highways to rail, and railroad-crossing safety. Texas could use a similar competitive model and give priority to projects that also attract federal, local, or private dollars. [15]

f. Keep additional transportation options on the table while protecting taxpayers.

- **Replace Texas’s broad restriction on state support for privately operated high-speed rail and allow the state to participate in projects that meet clear public-interest and financial standards.** High-speed rail could give Texans another option for travel between major metropolitan areas while helping accommodate continued population and travel growth. [16]
- **Consider the potential economic benefits when deciding whether to support a project.** A 2025 City of Dallas economic-impact study estimated that a Dallas–Houston high-speed rail line could generate an average annual statewide impact of **\$15.1 billion in additional GDP and 86,400 jobs from 2029 through 2050**, compared with a no-high-speed-rail baseline. The study attributed those gains to construction, operations, increased business activity, consumer spending, and development associated with the system. [27]
- **Use state support to help attract private and federal investment rather than requiring Texas to finance a project on its own.** Projects seeking state participation should demonstrate substantial outside financing, credible ridership projections, realistic construction and operating costs, and a clear economic benefit to Texas. HB 2003 already requires developers to report many of these details to TxDOT. [4]

- **Protect taxpayers from open-ended financial obligations.** State participation should be tied to clearly defined commitments and available funding, with updated cost and economic-impact estimates required before major state investments are approved. The sharp increase in estimated costs for the Dallas–Houston project shows why those safeguards matter. [21]

g. Prepare transportation infrastructure for severe weather and future growth.

- **Require TxDOT to add a clear resilience measure when evaluating major projects for the Unified Transportation Program.** TxDOT currently scores projects using factors such as safety, road and bridge condition, congestion, connectivity, population, employment, and freight. Severe-weather resilience is not listed as its own statewide scoring measure. [18]
- **Use the Statewide Transportation Resilience Plan to identify where investment is most urgent.** TxDOT has already identified **696 potential resilience projects, 116 strategies, seven performance measures, and 14 funding and financing opportunities** addressing risks including flooding, hurricanes, extreme heat and cold, wildfire, and other disruptions. The federal government approved the plan as Texas's Resilience Improvement Plan in January 2026. [19] **Federal PROTECT funding is also eligible for projects across most UTP funding categories, providing an existing funding source for qualifying resilience investments.** [3]
- **Require long-term damage and repair costs to be considered when comparing major project options.** Colorado enacted legislation in 2025 requiring resilience and long-term life-cycle cost to be considered when evaluating certain state transportation design-build projects. Texas could apply a similar principle when deciding where major transportation dollars will provide the best long-term value. [20]

Texas has made major transportation investments and improved parts of the system, even as population and travel demand have continued to grow. However, thousands of Texans still die on the roads each year, transit and rural mobility remain limited, rail needs are not fully funded, and severe weather is

creating new risks for infrastructure. The 2025 Legislature addressed several of these issues, but it did not fundamentally change how Texas plans and pays for transportation.

Texas does not need to start over. It should build on the investments that are working while giving state and local leaders more tools to address needs that fall outside traditional highway programs. That includes making safety goals permanent and measurable, sustaining rail investments, allowing careful consideration of new transportation options, and making resilience a regular part of project decisions. Together, these changes would help Texas get more value from its transportation spending and keep the system safe, reliable, and prepared for continued growth.

More Information

1. **Texas Department of Transportation: “2027 Unified Transportation Program” (2026)** - TxDOT’s current 10-year plan for transportation project development across Texas from fiscal years 2027 through 2036. The plan includes approximately **\$95 billion in infrastructure investments and more than \$137.5 billion when estimated project development costs and routine maintenance are included**. It also explains TxDOT’s funding categories, project-selection process, and restrictions on the use of major state transportation funding sources.
<https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/2027utp.pdf>
2. **Texas Department of Transportation: “Texas Strategic Highway Safety Plan 2022–2027” (2022)** - TxDOT’s statewide plan for reducing traffic deaths and serious injuries. The plan incorporates Texas’s Road to Zero goals and identifies strategies related to roadway design, driver behavior, vulnerable road users, emergency response, and other traffic-safety priorities. <https://ftp.txdot.gov/pub/txdot-info/library/pubs/gov/shsp.pdf>
3. **Texas Department of Transportation: “Connecting Texas 2050: Statewide Long-Range Transportation Plan” (2024)** - TxDOT’s long-range plan for the state’s multimodal transportation system through 2050. It establishes statewide goals, performance measures, and strategies related to safety, preservation, mobility, connectivity, economic vitality, and stewardship.
<https://www.txdot.gov/content/dam/docs/division/tpp/connecting-texas-2050-slntp-508c.pdf>

4. **Texas Department of Transportation: “Texas Statewide Transportation Resilience Plan” (2025)** - TxDOT’s statewide framework for identifying transportation vulnerabilities and strengthening the system against flooding, hurricanes, extreme heat and cold, wildfires, and other disruptions. The plan identifies 116 resilience strategies, seven performance measures, 696 potential resilience projects, and 14 funding and financing opportunities to guide future transportation planning and investment.
<https://www.txdot.gov/content/dam/docs/division/tpp/2025-statewide-resiliency-plan.pdf>
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https://www.rand.org/content/dam/rand/pubs/research_reports/RR2300/RR2333/RAND_RR2333.pdf
6. **Texas Department of Transportation: “Off-System Rail Grade Separation State Fund Program” (2025)** - Information on the program created by SB 1555 to help local governments fund rail-roadway and rail-pedestrian grade separation projects outside the state highway system. The Legislature provided **\$250 million for the 2026–27 biennium** to support projects intended to improve safety, support economic development, and reduce traffic.
<https://www.txdot.gov/business/grants-and-funding/off-system-rail-grade-separation-state-fund-program.html>
7. **Texas Department of Transportation: “Summary of Enacted Legislation, 89th Regular Legislative Session” (2025)** - TxDOT’s summary of SB 2366, which created a grant program for rural rail transportation districts that own or operate short-line railroads to replace tracks or bridges, improve rail capacity, and restore rail lines. The 2025 Legislature did not appropriate funding for the program for the 2026–27 biennium, and State Highway Fund money cannot be used for its grants.
<https://www.txdot.gov/content/dam/docs/division/gov/legislative-summaries/moving-texas-forward-89th-session-summary.pdf>

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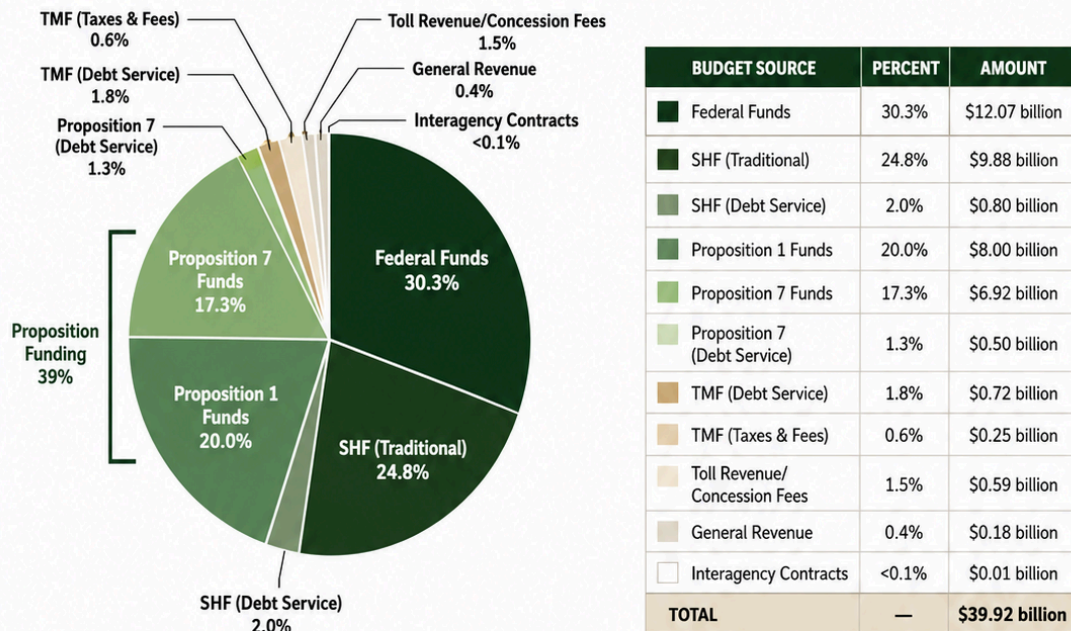
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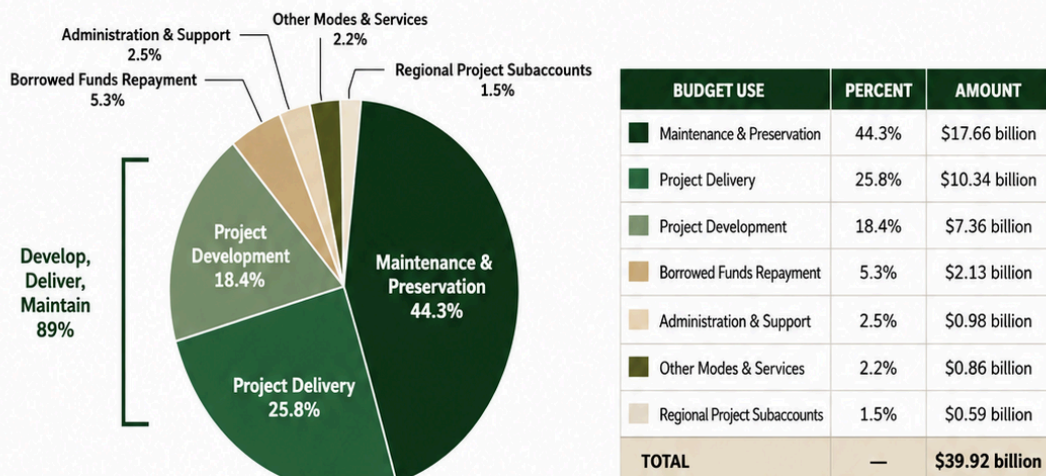
Appendix 1 - Texas Budget Sources & Uses

FIGURE 1: BUDGET SOURCES



*Totals and percentages may not sum due to rounding

FIGURE 2: BUDGET USES



*Totals and percentages may not sum due to rounding

Source: Texas Department of Transportation, 2025,

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