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INTRODUCTION

Transportation is vital to the state, regional, and global economies as the ability to move people and goods safely, efficiently, and reliably is critical to meeting the daily needs of Texas businesses and residents and to supporting the state's economic prosperity. Texas has one of the most robust, multimodal transportation systems in the country, comprised of extensive roadways, bridges, railroads, public transit systems, sidewalks and bikeways, airports, seaports and waterways, and border crossings, which connect communities to the economy.

STIP Overview



According to the US Census Bureau, Texas has over 30 million residents, with 40 million expected by 2050. Investment in the transportation system is necessary to address challenges, facilitate opportunities, and meet crucial transportation needs of the state. The Statewide Transportation Improvement Program (STIP) illustrates how the state of Texas will implement projects to address those infrastructure challenges, opportunities, and needs.

The STIP is TxDOT's federally required, fiscally constrained capital improvement program which contains multimodal transportation projects and investments that are expected to be funded and ready for construction or implementation within the next four years. The STIP lists multimodal projects, indicating in which year the project activity will proceed. The STIP is developed in accordance with Title 23 of the United States Code (USC), Section 135 Statewide Planning, and 43 Texas Administrative Code (TAC) 16.103. The STIP must be approved by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for projects to be eligible for federal funding under 23 USC and 49 USC, Chapter 53.

The STIP includes funding for projects, programs, and services in all areas of the state. TxDOT, in cooperation with Metropolitan Planning Organizations (MPOs), Regional Planning Organizations (RPOs), transit agencies, and other planning partners, identifies projects for inclusion in the respective Transportation Improvement Programs (TIPs) for projects located within MPO areas and the Rural TIPs for projects located in non-metropolitan areas. MPOs are required by federal regulations to develop a TIP for their region. There are 25 TxDOT districts and 24 MPOs in the State of Texas (**Figure 1**).

The STIP project listings must be consistent with the respective TIP for projects located within MPO areas or the Rural TIP for projects located in non-metropolitan areas. They must also be consistent with the applicable Metropolitan Transportation Plan (MTP).

More information regarding how the STIP is developed and how projects qualify for the STIP is included in **Chapter 2**.



**TxDOT
DISTRICTS**

- ABL** Abilene
- AMA** Amarillo
- ATL** Atlanta
- AUS** Austin
- BMT** Beaumont
- BWD** Brownwood
- BRY** Bryan
- CHS** Childress
- CRP** Corpus Christi
- DAL** Dallas
- ELP** El Paso
- FTW** Fort Worth
- HOU** Houston
- LRD** Laredo
- LBB** Lubbock
- LFK** Lufkin
- ODA** Odessa
- PAR** Paris
- PHR** Pharr
- SJT** San Angelo
- SAT** San Antonio
- TYL** Tyler
- WAC** Waco
- WFS** Wichita Falls
- YKM** Yoakum

**TEXAS
MPOs**

- A** Abilene MPO
- B** Alamo Area MPO
- C** Amarillo MPO
- D** Bryan-College Station MPO
- E** Capital Area MPO
- F** Corpus Christi MPO
- G** Eagle Pass MPO
- H** El Paso MPO
- I** Grayson County MPO
- J** Houston-Galveston Area Council
- K** Killeen-Temple MPO
- L** Laredo & Webb County Area MPO
- M** Longview MPO
- N** Lubbock MPO
- O** North Central Texas Council of Governments
- P** Permian Basin MPO
- Q** Rio Grande Valley MPO
- R** San Angelo MPO
- S** South East Texas Regional Planning Commission
- T** Texarkana MPO
- U** Tyler MPO
- V** Victoria MPO
- W** Waco MPO
- X** Wichita Falls MPO

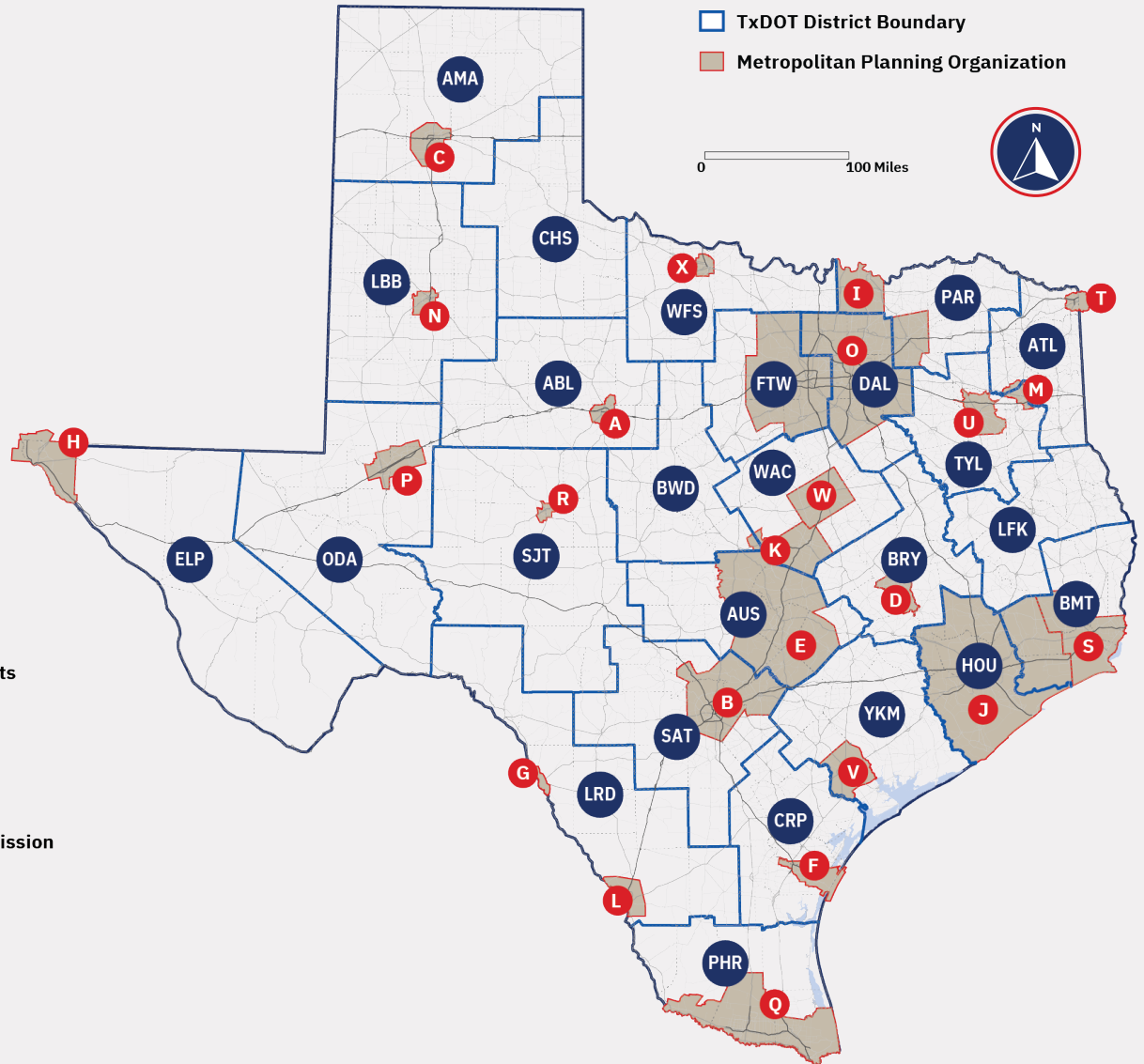


Figure 1. TxDOT District and MPO Map

TxDOT Goals and Objectives

The STIP is developed in accordance with and in support of the transportation goals and objectives of the state of Texas identified in TxDOT's [Connecting Texas 2050](#), the latest update to the Statewide Long-Range Transportation Plan (SLRTP), as shown in **Figure 2**. In alignment with SLRTP goals, the STIP identifies near-term projects (within the next four years) that will address safety, preservation, and mobility to improve the performance of existing and future transportation infrastructure, as well as strategic investments that address connectivity, economic vitality, and stewardship.



Mission
Connecting you with Texas

Vision
Create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth.

Connecting Texas 2050 Goals and Objectives:

Performance

- Safety**
Plan, build, and maintain a safe and secure transportation system for all users.
- Preservation**
Maintain and preserve transportation infrastructure and resources to achieve a state of good repair and mitigate asset deterioration.
- Mobility**
Address congestion by improving efficiency, resilience, and reliability.

Strategic

- Connectivity**
Improve multimodal and intermodal connectivity at the local, regional, statewide, national, and international level.
- Economic Vitality**
Develop transportation systems that support the movement of people and goods to enhance quality of life and promote personal and statewide economic growth.
- Stewardship**
Continue the responsible and efficient use of federal, state, and local fiscal and natural resources.

Figure 2. Goals and Objectives (Connecting Texas 2050)

Alignment with Federal Planning Factors

Per 49 USC 5303, state planning processes must include strategies and projects that support the preservation of existing transportation infrastructure and provide for future multimodal needs that are based on regional priorities and reduce the vulnerability of that transportation infrastructure. Additionally, per 23 CFR 450.206, each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that address ten specific planning factors. TxDOT's alignment with those federal planning factors is illustrated through the following examples:

- 1 Support the economic vitality of the United States, Texas, and Texas metropolitan and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency:**
TxDOT upgrades major statewide transportation corridors through the [Statewide and Rural Connectivity Program](#). The goal of this program is to provide safe, reliable, efficient travel to and from economic activity centers in Texas, such as ports of entry, border crossings, agricultural zones, forestry sites, and energy production areas.
- 2 Increase the safety of the transportation system for motorized and non-motorized users:**
The [State Systemic Safety Widening Program](#) (SSWP) focuses on improving the safety of narrow rural highways by widening the facilities and adding edgelines and centerline rumble strips. This program, and others, highlight TxDOT's commitment to funding projects that improve safety across the state.
- 3 Increase the security of the transportation system for motorized and non-motorized users:**
Investment in the state's [Intelligent Transportation System](#) (ITS) is vital to ensure the security of TxDOT's assets. TxDOT owns and maintains over 8,000 ITS assets, including traffic signals, dynamic message signs, closed circuit television (CCTV) cameras, and traffic management centers. Funding for the expansion and maintenance of the state's ITS system is included in various projects within the metropolitan areas of the state.
- 4 Increase accessibility and mobility of people and freight:**
Several corridors in Texas have been designated as Federal high priority corridors for future interstate development. Future Interstate Highways in Texas include I-14, I-27 (Ports-to-Plains), and I-69. When completed, these endeavors will double the interstate mileage in Texas, complete gaps in the current interstate system, and increase the facilitation of trade and connectivity between the United States, Canada, and Mexico.
- 5 Protect and enhance the environment, promote energy conservation, improve the traveling public quality of life, and promote planned growth:**
TxDOT has undertaken various initiatives to enhance the environment and promote energy conservation, including the Texas Electric Vehicle Infrastructure Plan and the Texas Carbon Reduction Strategy. TxDOT works with MPOs and local governments to select projects for funding through the Congestion Mitigation and Air Quality, National Electric Vehicle Infrastructure, and Carbon Reduction Programs. Through these initiatives and programs, projects are identified and advanced for implementation.

6 Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight:

TxDOT provides funding through the Seaport Connectivity Program for projects on public roadways that improve connectivity to maritime ports. This program improves connectivity, enhances safety, and relieves congestion in communities around the state's maritime ports.

7 Promote efficient system management and operation:

The Texas Clear Lanes Initiative was established to address roadway congestion in the state's largest metropolitan areas. Projects identified for funding through this initiative include improvements to I-69 in the Houston District and I-30 in the Fort Worth District. These projects, and many others, will improve operations and reduce congestion in the largest areas of the state.

8 Emphasize the preservation of the existing transportation system:

System preservation is a key component of TxDOT's program, which is detailed in their most recent [Transportation Asset Management Plan](#) (TAMP). Adopted in 2022, the TAMP presents a 10-year strategy for managing the state's pavements and bridges. TxDOT's Bridge and Maintenance Divisions coordinate with each TxDOT district to develop and implement the TAMP. A component of this plan additionally requires each district to have a four-year Pavement Management Plan for all pavement-related activities. The TAMP identifies pavement and bridge funding strategies that are programmed through the STIP.

9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation:

TxDOT's [Statewide Transportation Resilience Plan \(STRP\)](#) (under development) will identify strategies to combat coastal flooding, wildfires, extreme heat and other key environmental hazards. TxDOT currently utilizes the Carbon Reduction Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, and other programs to fund projects that enhance evacuation routes, strengthen waterway crossings, improve air quality, and address key hazards.

10 Enhance travel and tourism:

The Texas Trunk System was established to develop a network of rural highways to improve rural mobility, connect major activity centers, provide access to ports of entry into Texas, and address safety by constructing four-lane divided facilities. This initiative improves connectivity to coastal areas, large metropolitan centers, and other tourist destinations across the state.

Alignment with Federal Planning Emphasis Areas

FHWA and FTA issued a joint letter dated December 30, 2021 and titled “2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.” This letter encourages the incorporation of eight (8) Planning Emphasis Areas (PEAs) into MPO and Statewide Planning, where and when feasible. The federally encouraged PEAs and examples of how TxDOT incorporates them into the planning process are as follows:

- 1 Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:**
TxDOT’s Statewide Transportation Resilience Plan (under development) will identify strategies and future projects to protect the state’s transportation system against a range of potential natural hazards. Additionally, TxDOT developed a [Carbon Reduction Strategy](#) (CRS) which recommends projects and strategies designed to reduce transportation emissions. Together with MPOs and other stakeholders, TxDOT identified seven categories of planned strategies in the CRS.
- 2 Equity and Justice40 in Transportation Planning:**
The TxDOT Environmental Affairs Division has developed a [Community Impacts Assessment Toolkit](#) which contains guidance and tools for compliance with NEPA, Title VI, the Environmental Justice Executive Order, and the Limited English Proficiency Executive Order. TxDOT’s [Strategic Public Engagement Guidance](#) also provides inclusive strategies for meaningful engagement with traditionally underserved and Limited English Proficiency communities.

- 3 Complete Streets:**
In October 2022, TxDOT’s Bicycle and Pedestrian Advisory Committee released a Strategic Direction Report which identified development of a Complete Streets Policy as a strategy. Additionally, in September 2023, TxDOT created a [Pedestrian Safety Action Plan](#) which included crash data analysis and recommended countermeasures. Finally, the TxDOT [Roadway Design Manual](#), the [Statewide Active Transportation Plan](#), and the [Statewide Multimodal Transit Plan](#) provide additional guidance and recommendations to incorporate bicyclists, pedestrians, and transit users into the state transportation system.
- 4 Public Involvement:**
Robust and inclusive public involvement is a cornerstone of TxDOT’s planning process. The Connecting Texas 2050 Plan sets the tone for the state’s transportation priorities and the projects ultimately programmed in the STIP, with public involvement that includes both a statewide survey and steering committee. The public involvement process during STIP development and subsequent STIP Revisions includes a 30-day public comment period and a virtual public hearing that is advertised in the Texas Register as well as specific public involvement processes during the development of each TIP.
- 5 STRAHNET and U.S. Department of Defense Cooperation:**
TxDOT considers connectivity needs for Strategic Highway Network (STRAHNET) routes and other public roads that connect to U.S. Department of Defense (DOD) facilities in its planning work. For example, the [I-14 System in Texas Implementation Plan and Report](#) examined the upgrading of a series of highways identified by Congress to interstate standards to ultimately add them to the Interstate Highway System. It evaluated an approximately 1,027-mile-long corridor and recommended future near, mid, and long-term projects that will enhance connectivity in the southern United States and improve mobility between numerous destinations including military installations.

6 Federal Land Management Agency (FLMA) Coordination: TxDOT coordinates with the Central Federal Lands Highway Division and other state agencies to select projects funded through the Federal Lands Access Program (FLAP). Recently funded FLAP projects programmed in this STIP include improved access from FM-709 to Navarro Mills Lake and Bahia Grande Trail design.

7 Planning and Environmental Linkages (PEL): TxDOT utilizes PEL studies as a tool to engage the public and stakeholders early in the process and to identify projects for further development through the NEPA process and eventual inclusion in the STIP. These studies have been conducted across the state. Previous examples include the [I-35 Future Transportation Corridor PEL](#) in the Austin District and the [SH-225 and I-610E PEL Study](#) in the Houston area.

8 Data in Transportation Planning: Data-driven decision making is an integral component of TxDOT's planning efforts, including the collection and analysis of safety, travel, and roadway data. TxDOT utilizes a myriad of data for project selection and prioritization related to system preservation, congestion, connectivity, safety, and economic factors. This includes bridge condition ratings, travel delays, freight, crash rates, and employment density. Much of this data is captured in TxDOT's [Statewide Planning Map](#), a tool used by TxDOT, MPOs, local governments, and others across the state to inform the project development process.

Plan Alignment

The STIP supports the objectives of other major TxDOT plans, and TxDOT works to closely align the plans that are currently being developed. This, in turn, helps the STIP align with federal and state priorities including but not limited to Highway and Pedestrian Safety, Transportation Asset Management, and Freight Mobility. On a more local level, the STIP is coordinated with land use and growth management plans, economic development plans, and environmental protection policies and activities, as appropriate, through TIP development and in alignment with MTPs.



Statewide Long-Range Transportation Plan

Involves comprehensive, long-term planning to identify the transportation needs of Texas over a 24-year horizon. *Transportation Planning and Programming Division*



Unified Transportation Program

Authorizes funding for transportation projects across the state. *Transportation Planning and Programming Division*



Texas Strategic Highway Safety Plan

Provides an assessment of data trends and crash analysis, and modifications of strategies and targets to improve safety in the state.

Traffic Safety Division



Transportation Asset Management Plan

Provides a framework to improve and preserve the condition of pavement, bridges, and system performance in the state.

Maintenance Division



Texas Delivers 2050: Texas Freight Mobility Plan

Outlines the goals for freight mobility, assesses economic impacts, and identifies key trends, needs, and challenges in the freight industry.

Transportation Planning and Programming Division



TxDOT Strategic Plan

Details the agency goals and action plan over a five-year period.

Strategic Initiatives and Innovation Division



Texas Port Mission Plan

Identifies important port projects for investment, incorporates maritime interests into TxDOT planning, and promotes Texas ports for economic development.

Maritime Division



Texas Electric Vehicle Infrastructure Plan

Describes a multi-year plan to enable current and future drivers of EVs to confidently travel across the state for work, recreation, and exploration.

Transportation Planning and Programming Division and Strategic Initiatives and Innovation Division



Texas-Mexico Border Transportation Master Plan

Outlines current and future cross-border transportation needs, challenges, opportunities, and investment strategies to boost the state's trade competitiveness.

Transportation Planning and Programming Division



Texas Airport System Plan

Aims to improve access to air mobility options and ensure timely development and maintenance of the airport system.

Aviation Division



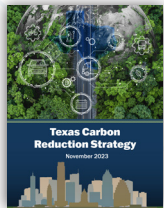
Texas Rail Plan

Describes the state’s vision for rail and identifies opportunities for future improvement.
Rail Division



Cooperative Automated Transportation Strategic Plan

Provides a framework to prepare TxDOT for emerging cooperative and automated transportation technologies, maximize benefits of CAT, and position TxDOT as a national leader in CAT technologies and innovation.
Traffic Safety Division and Strategic Initiatives and Innovation Division



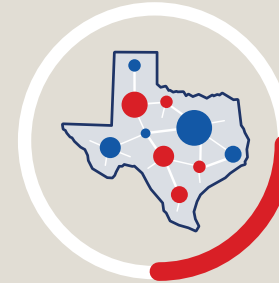
Texas Carbon Reduction Strategy

Identifies strategies aimed at reducing carbon emissions in the state of Texas.
Transportation Planning and Programming Division



Statewide Transportation Resilience Plan (STRP)

Strengthen the resilience of the state’s multimodal transportation system to a range of potential hazards.
Transportation Planning and Programming Division



Contact Information

For project inquiries contact:



[Planning and Programming](#)



[District Projects](#)



[MPO Projects](#)

STIP content questions email:



TPP_STIP@txdot.gov