

Improving Connectivity with SH 130

Improving the connections to SH 130 and enhancing the network between I-35 has been a shared goal of regional chambers, economic development groups and many local officials



*"Without future east-west connections back to Interstate 35, the growth will be limited. This is why east-west connectors are a shared goal of the corridor communities — they multiply SH 130's many benefits. **If businesses and commuters had the ability to utilize SH 130 farther south, it would provide a catalyst to growth between I-35 and SH 130 from San Antonio to Buda. It would also alleviate congestion on I-35, which would be great.**"*

Mike Kamerlander, Hays Caldwell Economic Development Partnership, December 2024



*"SH 130 is a valuable high-speed option that provides congestion relief for I-35 between San Antonio and Austin while playing a crucial role in economic development. However, connectivity between these corridors remains inadequate. **The existing roadway network cannot effectively support the population and business growth in our region, leading to increased congestion and inefficiencies. This legislation will provide a much-needed funding source for transportation improvements between I-35 and SH 130.**"*

Jonathan Packer, New Braunfels Chamber, February 2025



*"Developing connector roads between SH 130 and I-35 will be vital for unlocking the full economic potential of the region. **While SH 130 has revolutionized north-south mobility, east-west connections remain limited, particularly in the southern areas.**"*

Ed Latson, Opportunity Austin, December 2024



"Caldwell County Commissioners Court encourages the Texas Legislative Delegation to enact legislation that will allow TxDOT to amend its agreement with SH 130 Concession Company to help fund critically needed non-tolled transportation infrastructure in areas adjacent to SH 130."

Caldwell County Resolution, June 2024



*"Connectivity issues between SH 130 and I-35 persist, and the existing network struggles to accommodate the region's significant population and traffic growth. That is why the **Texas Trucking Association (TXTA) supports SB 1074 which aims to address these challenges by allowing for an amendment to the existing SH 130 Segments 5&6 agreement in exchange for funding non-tolled transportation improvements.**"*

John Esparza, February 2025

S.B. 1074 / H.B. 2876

Sen. Zaffirini and Rep. Gerdes have filed legislation that would allow TxDOT to revise its existing agreement with SH 130 Concession Co. to fund non-tolled projects in the corridor

89R9815 CXP-D

By: Zaffirini

S.B. No. 1074

Allows TxDOT to amend its existing agreement with SH 130 for additional time *if the amendment*:

- **Outlines the public benefit**
- Is agreed to by TxDOT and SH 130
- Funds must be used on **non-tolled transportation projects** between Interstate Highway 35 and State Highway 130 in the San Antonio-Austin corridor
- Any project **must be approved by the county** in which the project is located

A BILL TO BE ENTITLED AN ACT

relating to the amendment of an existing comprehensive development agreement for a portion of State Highway 130 to facilitate nontolled transportation projects.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 223.208, Transportation Code, is amended by adding Subsections (i), (j), and (k) to read as follows:

(i) Notwithstanding Subsection (h), the department shall amend a comprehensive development agreement entered into on or before March 22, 2007, for State Highway 130 from U.S. Highway 183 to Interstate Highway 10 (Segments 5 and 6) to extend the term of the agreement for up to 20 additional years if the amendment:

(1) outlines the public benefit to be derived from extending the term; and

(2) requires the private participant to provide consideration in the manner or amount agreed to by the department and the private participant in accordance with the requirements of the amendment.

(j.) Any funds received under Subsection (i)(2) must be used by the department, or on behalf of the department using the department's procurement process, for the design, financing, construction, maintenance, and operation of nontolled transportation projects between Interstate Highway 35 and State Highway 130 to be located wholly or partly in a county in which the project that is the subject of the comprehensive development agreement described by Subsection (i) is located. Each nontolled transportation project under this subsection must be approved by the county in which the project is located before the expenditure of funds by the department or on the department's behalf.

(k) Not later than December 1, 2026, the department shall report on the implementation of the amendment to the comprehensive development agreement described by Subsection (i) to the presiding officer of each standing committee of the legislature with primary jurisdiction over the department. This subsection expires September 1, 2027.

SECTION 2. This Act takes effect September 1, 2025.