



Transportation Funding Outlook – Federal and State Overview

Presentation to Alamo Area MPO
Policy Board

June 22, 2026

Victor M. Boyer, President/CEO
San Antonio Mobility Coalition

The San Antonio Mobility Coalition, Inc. (SAMCo)

A public/private partnership formed in 2001:

Bexar County, Medina County

Alamo Area MPO

Alamo RMA

Other Local Government Entities

Chambers of Commerce: San Antonio,

Hispanic, Metro SA, & South Texas Bus. Partnership

New Braunfels Chamber and EDC

*COSA and Cities of Boerne, Cibolo, Live Oak, New Braunfels,
and Seguin*

VIA Metropolitan Transit

Various Business Associations

Private Sector: Banks, Engineering,

Construction Companies, etc...

Brooks and Port San Antonio

Key objective: Advocate for transportation funding for the Alamo Area MPO region

\$13.4 billion plus in new funding secured since inception

Active at federal, state, regional and local levels

Member firms – 100+ Staff – 3 100's of volunteers!

Annual budget: \$800,000 ROI (25 years): 820 to 1

Organized as a 501c(6) non-profit

Transportation Leadership Luncheon Series: State of the District with TxDOT, State of Transit with VIA, State of Aviation, Legislative Appreciation, etc.

SAMCo – Major Projects & Funding Supported

Bexar County/Alamo RMA

\$155 M – County Share of ATD (2004-2017)

- Applied as leverage for \$1.134 B of TxDOT Projects

\$ 271 M – From \$10 Optional Vehicle Registration Fee and Other
County Funds

\$426 M - Total

City of San Antonio

\$155 M – City Share of ATD (2004 to 2017)

\$ 14 M – Federal Earmarks – 36th Street, Fred-Med Interchange, etc.

\$307 M – COSA Bond - Streets/Drainage (2007)

\$460 M – COSA Bond - Streets/Drainage (2012)

\$584 M – COSA Bond - Streets/Drainage (2017)

\$642 M – COSA Bond - Streets/Drainage (2022)

\$2,162 M - Total

Transit (VIA)

\$900 M – ATD Sales Tax (Generated 2004-2025)

\$ 11 M – Bus Modernization/Facility (2006 – Earmark)

\$ 15 M – Westside Multi-Modal Center (2011 – TIGER III)

\$158 M – Federal Funds for VIA's North-South ART Corridor

\$1,084 M - Total

Highway Projects - TxDOT

\$418 M (2005) - I 10, I 35, I 410, Blanco, Culebra (TxDOT/ATD)

\$30 M (2006) – Federal Appropriations for 7 projects

\$156 M (2008) - US 281/Loop 1604 Connectors, Etc. (ARRA)

\$130 M (2009) - Wurzbach Parkway – Final Segments (Prop 12)

\$178 M (2011) - I 35 N, Loop 1604/Vance Jackson, etc (Various)

\$ 82 M (2014) - Loop 1604 W – Bandera to Culebra (ATD/Prop 14)

\$187 M (2015) - Loop 1604 W – Culebra to US 90 (ATD/County VRF)

\$135 M (2015) - I 10 (Dom to Fair Oaks), I 410/SH 151 Int. (Prop 1)

\$228 M (2015) - US 281 N – Segment I (COSA, ATD, TxDOT)

\$ 70 M (2016) - I 10 - Loop 1604 to FM 3351 (TxDOT Cat 12)

\$110 M (2016) - US 281 – Segment II ROW (Texas Clear Lanes/Prop 1)

\$ 90 M (2016) - US 90/I 410 Interchange (Texas Clear Lanes/Prop 1)

\$709 M (2017) - US 281 – Seg II and 10 Other Projects (Props 1, 7, etc)

\$1,435 M (2018) - IH 35 NEX, I 10 East, 4 Other Projects (Props 1, 7, etc)

\$1,049 M (2019) – IH 35 NEX (Southern Segment), US 281/Loop 1604
Interchange, I 10 East to FM 465 (Props 1, 7, etc.)

\$413 M (2020) – IH 35 NEX (South, Central Segments) – Cat 12

\$446 M (2021) – IH 35 NEX and other projects – Various Cats.

\$737 M (2022) – IH 35 NEX (South), US 90, and Loop 1604 North

\$1,114 M (2023) – Loop 1604 (Redland to IH 35); Inflation Adjustments

\$1,171 M (2024) – Portions of IH 35 NEX; IH 10 East; Inflation Adj.

\$848 M (2025) – Inflation Adj. to 15 projects; LP 1604 (FM78-Rocket)

\$9,736 M - Total

Grand Total: \$13.4 Billion

San Antonio District (TxDOT) Lettings - FY 2008 to FY 2026

Five Year Averages:

2023-26 - \$744 M/Yr - \$2.978 B - 4 years

2018-22 - \$992 M/Yr - \$4.961 B - 5 years

2013-17 - \$411 M/Yr - \$2.056 B - 5 years

2008-12 - \$215 M/Yr - \$1.077 B - 5 years

Local Leverage/Debt/Toll Era

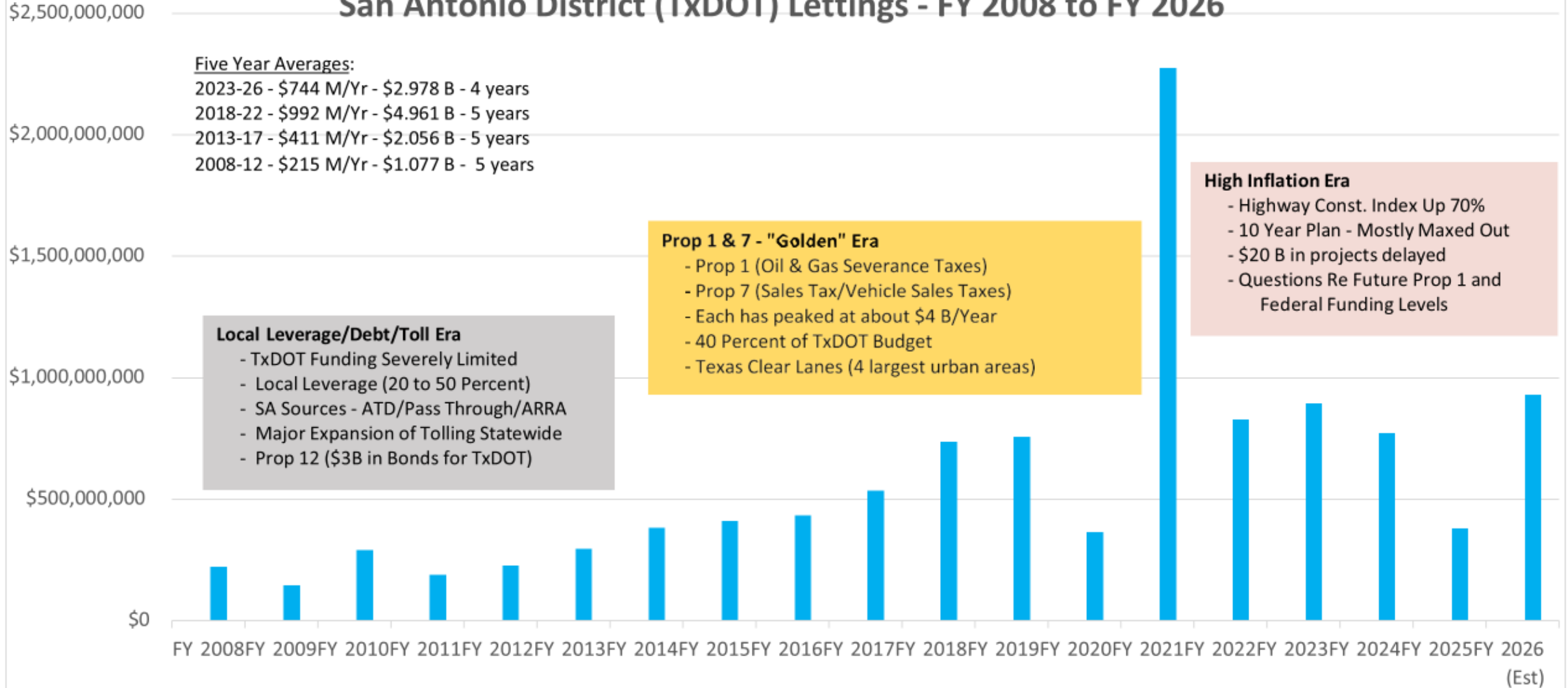
- TxDOT Funding Severely Limited
- Local Leverage (20 to 50 Percent)
- SA Sources - ATD/Pass Through/ARRA
- Major Expansion of Tolling Statewide
- Prop 12 (\$3B in Bonds for TxDOT)

Prop 1 & 7 - "Golden" Era

- Prop 1 (Oil & Gas Severance Taxes)
- Prop 7 (Sales Tax/Vehicle Sales Taxes)
- Each has peaked at about \$4 B/Year
- 40 Percent of TxDOT Budget
- Texas Clear Lanes (4 largest urban areas)

High Inflation Era

- Highway Const. Index Up 70%
- 10 Year Plan - Mostly Maxed Out
- \$20 B in projects delayed
- Questions Re Future Prop 1 and Federal Funding Levels



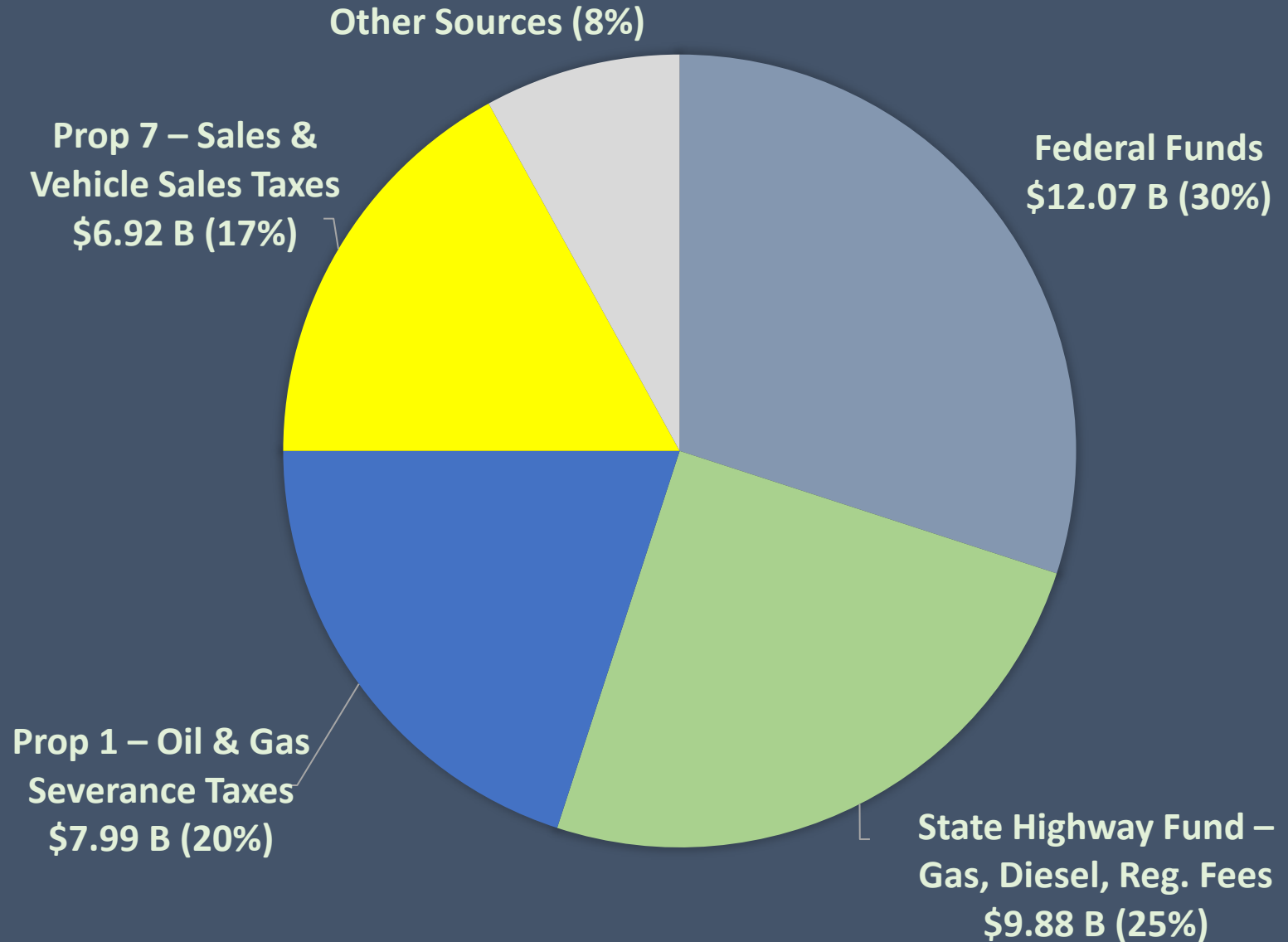
Note: 2021 FY = Initial Lettings for IH 35 NEX and Loop 1604 N

SAMCo – Key Legislative Milestones (Yellow=New Funding)

- 2013
 - Proposition 1 enabling legislation (oil & gas severance taxes dedicated to SHF)
 - \$10 optional vehicle registration fee (Bexar County/Alamo RMA)
- 2015
 - Proposition 7 enabling legislation (dedicates \$2.5 billion in GR annually to SHF)
 - Gas tax diversions ended (restores \$650 M annually to the SHF)
- 2017
 - Successful defense of efforts to roll back Propositions 1 and 7
- 2019
 - Proposition 1 extended 10 years (SB 962); sufficient balance definition (SB 69)
 - \$5 billion increase in TxDOT biennial budget due to growth in Props 1 and 7
- 2021
 - Re-opening of the Texas Mobility Fund (TMF) - \$3 billion in potential projects
- 2023
 - Propositions 1 and 7 extended into 2040's (about 45 percent of TxDOT budget!)
 - Electric Vehicle (EV) road use fee (\$200/year established)
- 2025
 - SB 1555 (Nichols) – Establishes local government grant program – rail grade separations
 - Defeat of HB 19 (Meyer) that would have limited local government bond capacity

2026-2027 Biennial Budget - TxDOT

Key Revenue Sources:



Note: Other Sources (8%) includes:
Debt Service from Prop 1/SHF
Texas Mobility Fund
Intergovernmental Transfers
Regional Accounts

Federal Funding:

- Federal Funding – 30 percent of TxDOT's 2026-2027 biennial budget (\$12,071,368,444).
- Current Federal Surface Transportation Authorization – Expires Sept 30, 2026. Includes federal aid highway program, transit, rail, MPO funding, etc.
- Build American Act 250 marked up in May – but Congress unlikely to address until fall 2026 or more likely in 2027. Continuing resolution expected. Rail and transit reduced.
- Federal gas/diesel taxes will only cover 2/3rd of a five-year renewal; proposed \$130 EV registration fee proposed in Build American Act to bridge the funding gap.
- Deficit spending (used last reauthorization as part of IIJA) less likely due to increasing concerns over size of the national debt; \$200 billion cost of Iran War; etc.
- Advanced Appropriations (Division J of IIJA) – Allowed multi-year projects -\$36.8 billion annual – not likely to be renewed as per SA to DC Trip conversations.
- Outlook: Significant decrease in federal funds to TxDOT, MPOs, transit, rail, etc. most likely outcome.

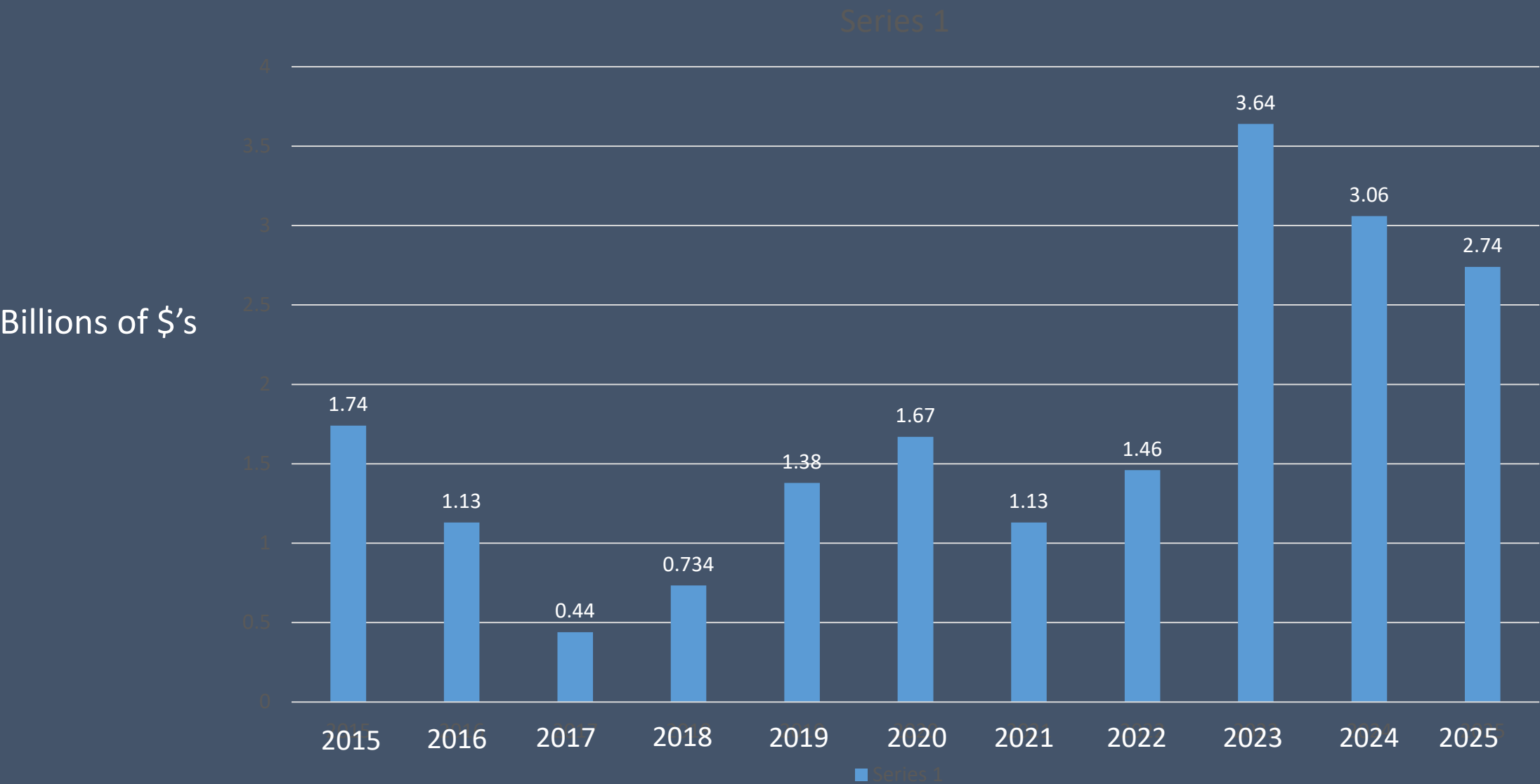
State Highway Fund (SHF) or Traditional Revenue:

- Gas Tax, Diesel Tax, and Registration Fees = SHF Revenue or “Traditional” Revenue.
- 25 percent of TxDOT’s 2026-2027 biennial budget (\$9,879,940,736). Once was over 60 percent of TxDOT’s revenues.
- Last gas tax increases approved by Texas Legislature (1987 and 1991) to 15 then 20 cents per gallon. 5 cents dedicated to education.
- No indexing provision; significant loss of value to inflation over four decades.
- Improved fuel economy; electric and hybrid vehicles limit revenue; only population growth keeps total collections growing slightly each year.
- Efforts to increase or index gas/diesel taxes have failed to gain traction for decades due to “no tax or fee increase” pledges of legislators.
- Outlook: Will remain about one-fourth of TxDOT’s budget; increase highly unlikely.

Proposition 1 Revenue:

- November 2014 – 80 percent of voters approve ballot measure (Const. Amendment).
- Directs that 75% of Texas Oil and Gas Severance Taxes be split evenly between the State Highway Fund (SHF) and the Economic Stabilization Fund (ESF), aka the “Rainy Day Fund”.
- Highly volatile. Collections vary by production activity and price of oil & gas.
- Allocated to SHF - \$440 Million (2017) to \$3.64 Billion (2023). Average Year: \$1.74 Billion.
- FY 2026-2027 TxDOT Biennial Budget – Based on \$7.997 Billion in Prop 1 Revenue – However, a portion includes carry over from previous biennium. 20 percent of budget.
- As of 12/15/25 TxDOT was projecting less revenue from Prop 1 as the per barrel price of oil had declined from over \$80 to about \$60. \$2.5 billion less for 2027 UTP (10 yr. plan).
- However, the Iran War has caused a recent price spike (over \$100 per barrel) that complicates the longer-term projections. Is the spike long or short term?
- Outlook: Prop 1 Revenue remains TxDOT’s most volatile funding source; awaiting the Comptroller’s next revised projections.

Proposition 1 Revenue:



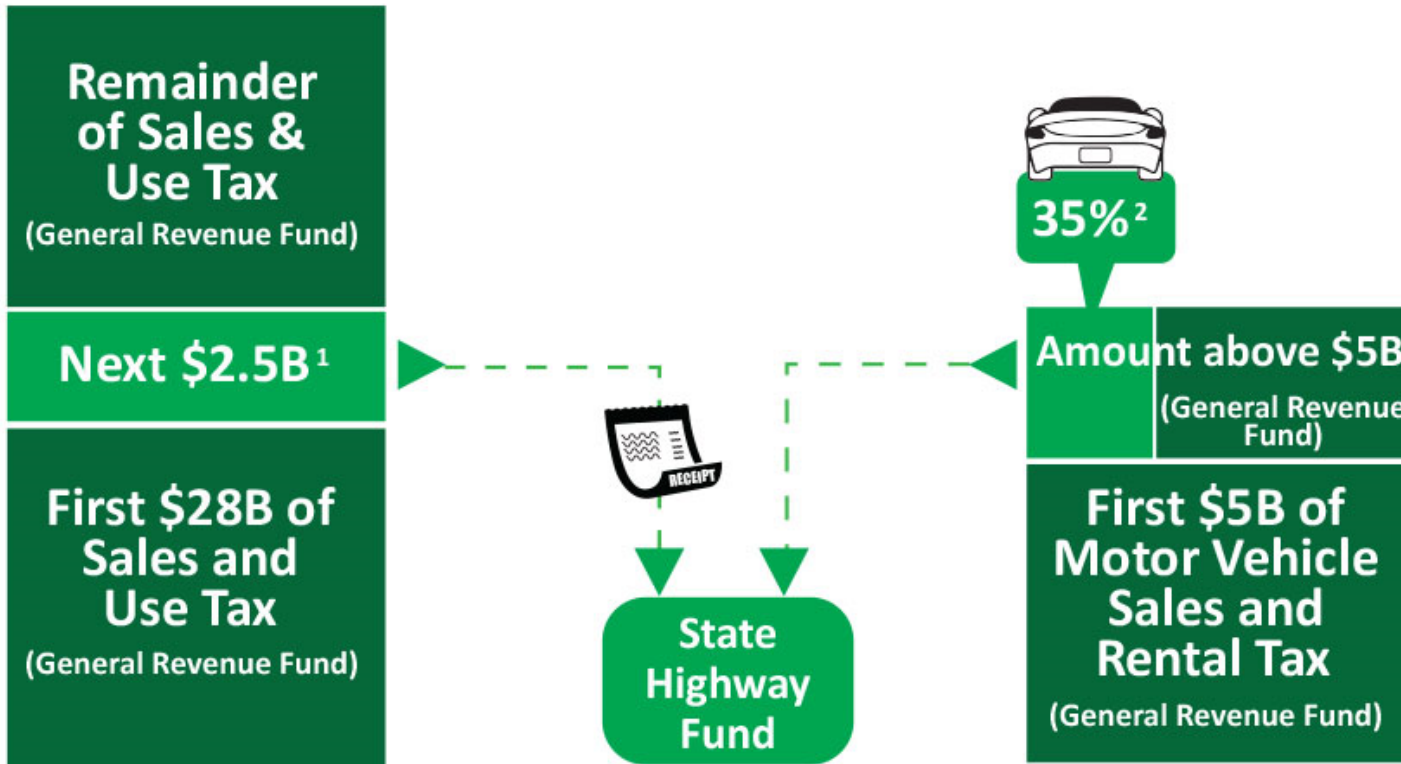
Proposition 7 Revenue:

- November 2015 – 83 percent of voters approve ballot measure (Const. Amendment).
- Dedicates \$2.5 billion annually of sales tax revenue and 35% of vehicle sales tax revenue collected after an initial \$5 billion threshold is reached each year.
- See chart next page for a visual detailing how Prop 1 is collected and allocated.
- FY 2026-2027 TxDOT Biennial Budget – Represents 17 percent (\$6.925 Billion). Includes some carry over from the previous biennium.
- Can be reduced by up to 50 percent by a two-thirds vote of both the House and Senate – a provision included in the enabling legislation for an economic downturn.
- The \$2.5 billion is a fixed amount not adjusted for inflation since its inception in 2016. The sales tax amount grows slightly each year as vehicle sales increase.
- Outlook: Of the four primary TxDOT revenue sources, this is the most consistent and reliable source. As it does not involve a tax or fee increase, it may represent the most politically acceptable option for a future increase - by allocating a higher percentage of the vehicle sales tax (45%, 55%, 65%, etc.)

PROPOSITION 7

Sales & Use Tax; Motor Vehicle Sales & Rental Tax

Proposition 7 funds (Sales & Use Tax) are set to expire **August 31, 2042**; and Proposition 7 funds (Motor Vehicle Sales & Rental Tax) are set to expire **August 31, 2039** unless a future legislature votes to extend them.



1. This transfer of funds to the State Highway Fund took effect September 1, 2017 (FY 2018).

2. This transfer of funds to the State Highway Fund became eligible to take effect beginning with the state fiscal year starting on September 1, 2019 (FY 2020).

TxDOT Funding Situation:

- 60% Increase in the Highway Cost Index (Sept 2021 to Sept 2025). A project costing \$100 million in 2021 now costs \$160 million. A slight moderation since (about 7 percent).
- Uncertainty about future federal funding. A return to the pre-IIJA era levels would result in a loss of about \$1 billion/year to TxDOT. In a worse case, \$2 billion/year.
- Uncertainty about Prop 1 revenue. As per previous slide, Prop 1 revenue is highly volatile. Earlier this year as the price of oil was declining to less than \$50/barrel, TxDOT was projecting \$2.5 billion less for its ten-year plan. However, as a result of the Iran War, the oil price has risen to as much as \$100. Again, long or short-term trend?
- Depletion of \$11 Billion Cash Balance. As Props 1 & 7 phased in, TxDOT saw its cash balance rise to over \$11 B. Since that time, it has applied the cash balance at about \$2-3 B/year resulting in record letting years (\$13.7 B, \$12.5 B, etc.). The cash balance is now depleted and TxDOT officials have indicated a \$10 B annual program appears to be “the new normal”.
- 2027 UTP (10-Year Plan) projected at \$94.5 B – down from \$104 B (2024) & \$101.6 B (2026)
- \$20 billion in projects being delayed – removed from 1-4 years to later in the plan.
- Limited funding for new projects; professional engineering and ROW budgets also limited.

Legislative Context:

- New Chair of Senate Transportation Committee – Sen. Tan Parker (R-Flower Mound) has replaced Sen. Robert Nichols (author of Props 1 and 7) who is retiring from the Senate.
- Senate and House Interim Charges – July and September Hearings:
 - Study current transportation funding from all sources and long-term needs (Sen. Finance)
 - Study safety at rail grade crossings, etc. (Sen. Transportation)
 - Study legislative prioritization/direction of TxDOT projects (House Transportation)
 - Study formula funding and discretionary funding (House Transportation)
 - Examine adequacy of funding (House Transportation)
- County Road Funding
 - A bill to reallocate one cent of the gas tax and a portion of the EV fee to counties for road projects is being developed.
- Other Factors
 - Growing dissatisfaction among legislators about TxDOT funding allocation, project selection, etc.
 - Little sense of urgency – legislators/the public see record construction levels; not aware of the emerging TxDOT slowdown and its impact on future projects, the industry, etc.
 - Budget uncertainty – Legislators have recently made significant long-term investments in property tax relief, education, school vouchers, water, etc. Will the next budget balance?
 - November Elections – Composition of the Senate and House? Speakers Race? Committees?

TAoT/SAMCo Strategy:

- Interim charge requests submitted from both TAoT and SAMCo (Feb. 17 letter) to examine long-term funding needs and potential funding solutions.
- Proposal to gradually increase the Proposition 7 vehicle sales tax allocation (currently 35%) being developed by AGC Texas staff. A ten percent increase would help TxDOT reach a UTP (ten-year plan) level of \$200 billion by 2040. Senate/House sponsor TBD.
- Outreach to Chairman Tan Parker, Senate Transportation Committee – June 8 meeting in Flower Mound (TAoT Board of Directors), invitation to address SAMCo leadership, etc.
- An educational campaign for legislators/staff will be developed by TAoT once a legislative strategy is agreed upon. Mobility coalitions will help implement.
- Important that all key advocacy groups (TAoT, AGC, ACEC, SAMCo, TAG-Houston, DRMC, chambers of commerce etc.) follow a common strategy.
- Review key points of current SAMCo legislative agenda (time allowing).

Lessons Learned/What Has Worked in Past to Advance Projects:

- Have projects “ready to go” or “shovel ready” for when new funding emerges or when projects in other regions are delayed. TxDOT San Antonio has historically excelled at this.
- Be prepared to offer significant local leverage, match, or “skin in the game” as we are competing with other regions for scarce resources.
- Support efforts to expand/enhance TxDOT’s primary funding streams.
- Support TxDOT’s legislative initiatives and develop positive relationships with TxDOT’s leadership (Commissioners, staff).
- Partner with other mobility groups statewide to increase the funding pie. Continue active participation in Transportation Advocates of Texas (TAoT).
- Realize we are in a competition with other Districts with populations 2.5 to 3.0 times as much as the 12-County San Antonio District – outnumbering us in the legislature also.
- We need to think out of the box to address a competitive disadvantage v. other regions that can use their toll revenue as match for TxDOT funding. As TxDOT funds diminish this becomes a greater concern.



Transportation Funding Outlook – Federal and State Overview

Questions?

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Transportation Funding 101, UTP

Monday, June 22, 2026



HELP MAKE TEXAS SAFER FOR EVERYONE

DRIVE *like a* TEXAN™

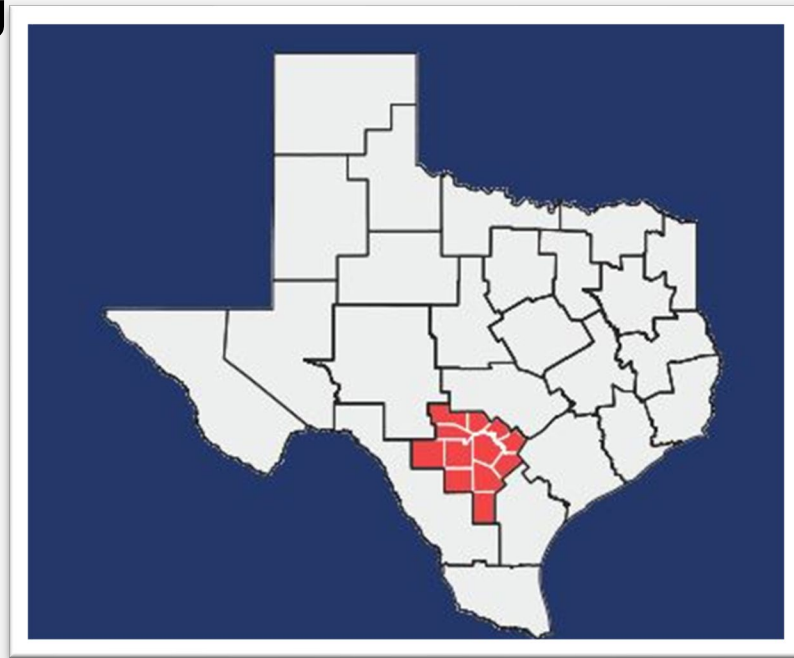
Kind. Courteous. Safe.

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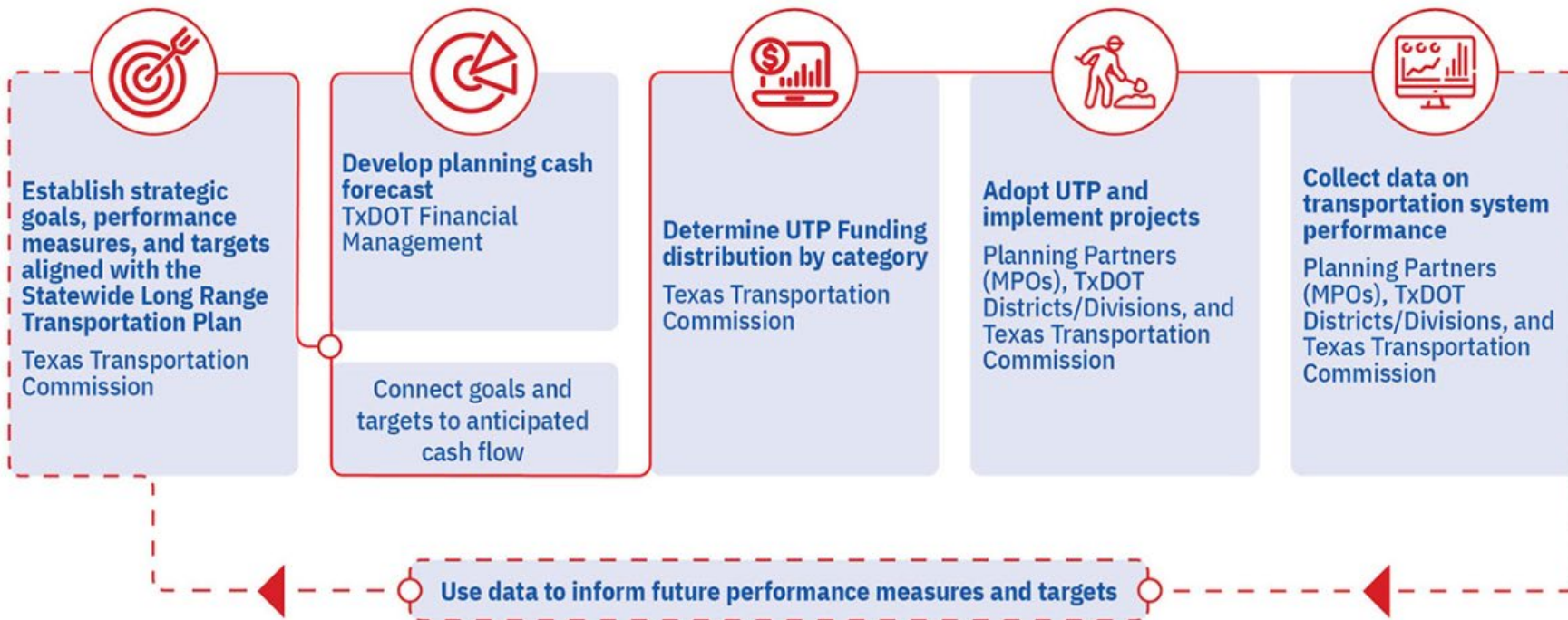


Unified Transportation Program (UTP)

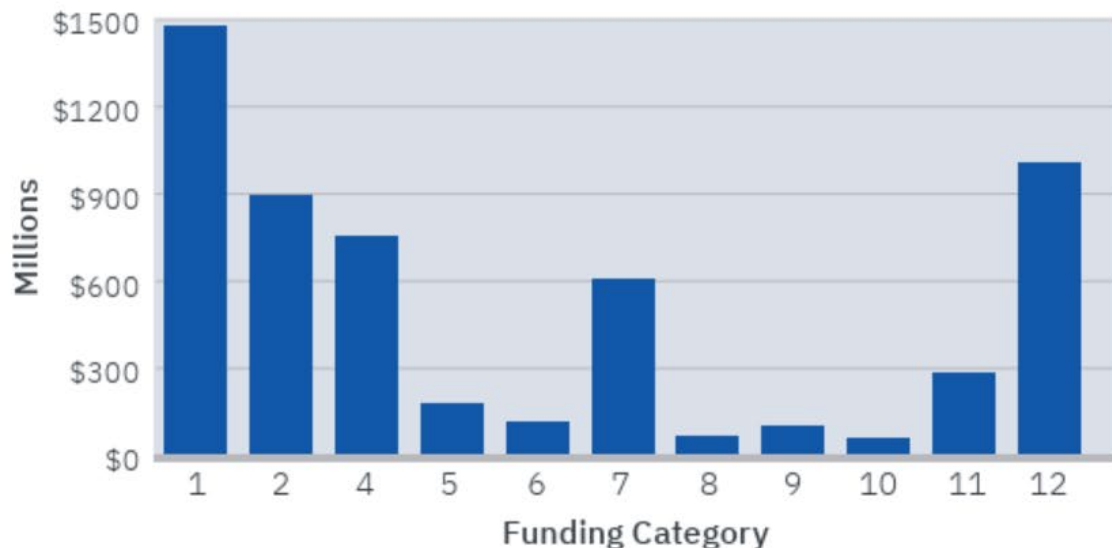
- The annual long-range planning process document that guides the development of specific transportation projects and programming linked to the goals, performance measures and targets of the long-range plans.



UTP DEVELOPMENT PROCESS



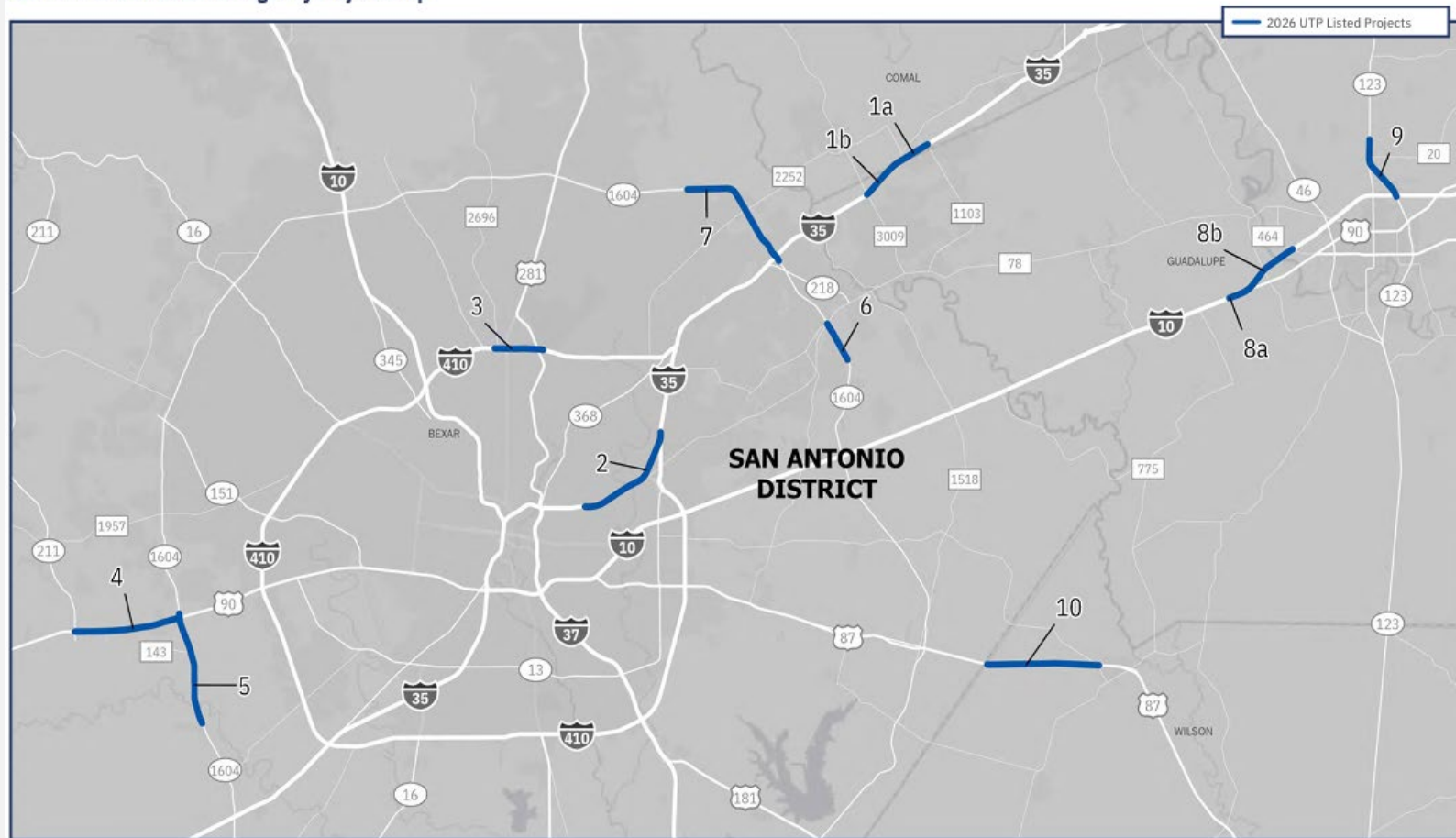
San Antonio 10-Year Planning Targets by Category



TxDOT Funding Categories:

- 1 Preventive Maintenance and Rehabilitation
- 2 Metropolitan and Urban Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

San Antonio District Listed Highway Projects Map





DRAFT
For Internal TxDOT Use Only

San Antonio Highway Project Listing Table

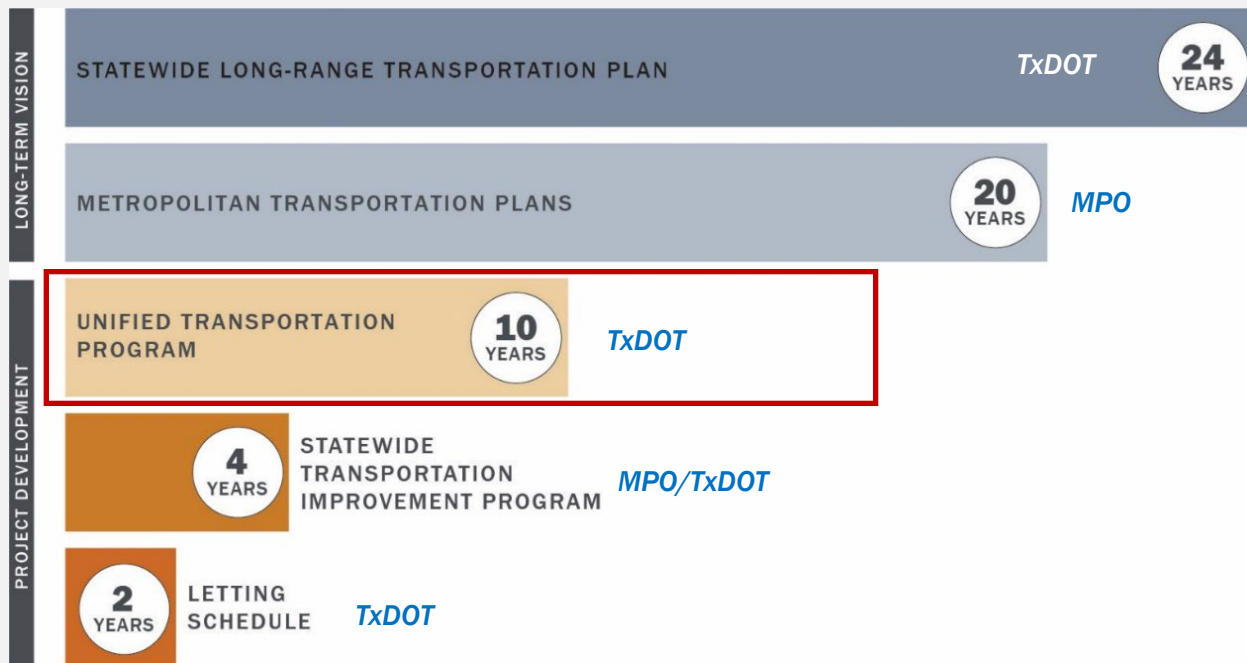
MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	TO	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
MULTI-COUNTY PROJECTS										
1a	I-35	I-35 Northeast Expansion (NEX) North (Comal County) 0016-05-111	Guadalupe/Comal County Line	FM 1103	FY 2027-2030	\$148,231,406	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$24,385,876 Cat. 4 Urban \$35,802,017 Cat. 12 Texas Clear Lanes \$88,043,513 TOTAL \$148,231,406	1
1b	I-35	I-35 Northeast Expansion (NEX) North (Guadalupe County) 0016-06-115	FM 3009	Guadalupe/Comal County Line	FY 2027-2030	\$370,082,161	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$109,978,299 Cat. 4 Urban \$40,289,895 Cat. 12 Texas Clear Lanes \$219,813,967 TOTAL \$370,082,161	1
BEXAR COUNTY										
2	US 90	US 90 East Ph 2 Expansion- Bexar County 0024-07-068	SH 211	LP 1604	FY 2027-2030	\$282,226,395	No Funding Change	No	Cat. 2 Metro/Urban Corridor \$165,762,305 Cat. 4 Urban \$116,464,090 TOTAL \$282,226,395	1
GUADALUPE COUNTY										
3	I-10	I-10 East Expansion Gap 2- Guadalupe County 0025-03-101	FM 465	Pioneer Road	FY 2031-2036	\$253,523,693	New Authorization	No	Cat. 12 Strategic Priority \$126,761,846 Remaining funding TBD \$126,761,847 TOTAL \$253,523,693	1
4a	I-10	I-10 East Expansion Gap 1- Guadalupe County 0025-03-102	Pioneer Road	US 90A	FY 2027-2030	\$86,678,399	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$23,928,928 Cat. 4 Urban \$15,556,680 Cat. 12 Strategic Priority \$47,192,791 TOTAL \$86,678,399 Cat. 2 added \$23.9M and Cat. 4U added \$15.5M	1
4b	I-10	I-10 East Expansion Gap 1- Guadalupe County 0535-01-077	US 90A	FM 464	FY 2027-2030	\$275,338,898	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$3,284,695 Cat. 4 Urban \$37,594,680 Cat. 12 Strategic Priority \$234,459,523 TOTAL \$275,338,898 Cat 12 increased \$134.9M	1
KERR COUNTY										
5	SH 39	Bridge Replacement - Kerr County 0193-02-048	At Mystic Crossing		FY 2031-2036	\$3,360,000	New Authorization	No	Cat. 12 Strategic Priority \$3,360,000 TOTAL \$3,360,000	3
6	SH 39	Bridge Replacement - Kerr County 0193-02-049	At Schumacher Crossing		FY 2031-2036	\$7,840,000	New Authorization	No	Cat. 12 Strategic Priority \$7,840,000 TOTAL \$7,840,000	3
WILSON COUNTY										
7	US 87	US 87 East Upgrade to Divided Roadway- Wilson County 0143-03-049	Bexar/Wilson County Line	FM 1346	FY 2027-2030	\$72,900,000	No Funding Change	No	Cat. 4 Rural \$72,900,000 TOTAL \$72,900,000	1

Planning Documents

- STIP
 - Funded Projects

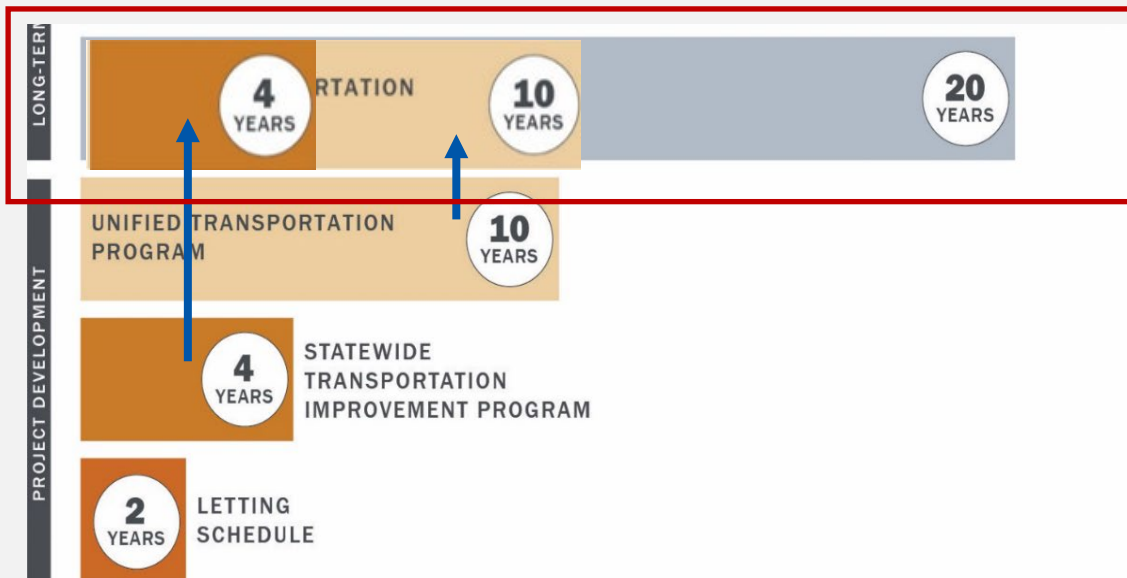
- UTP
 - Funded Projects
 - Partially Funded Projects
 - Unfunded Projects

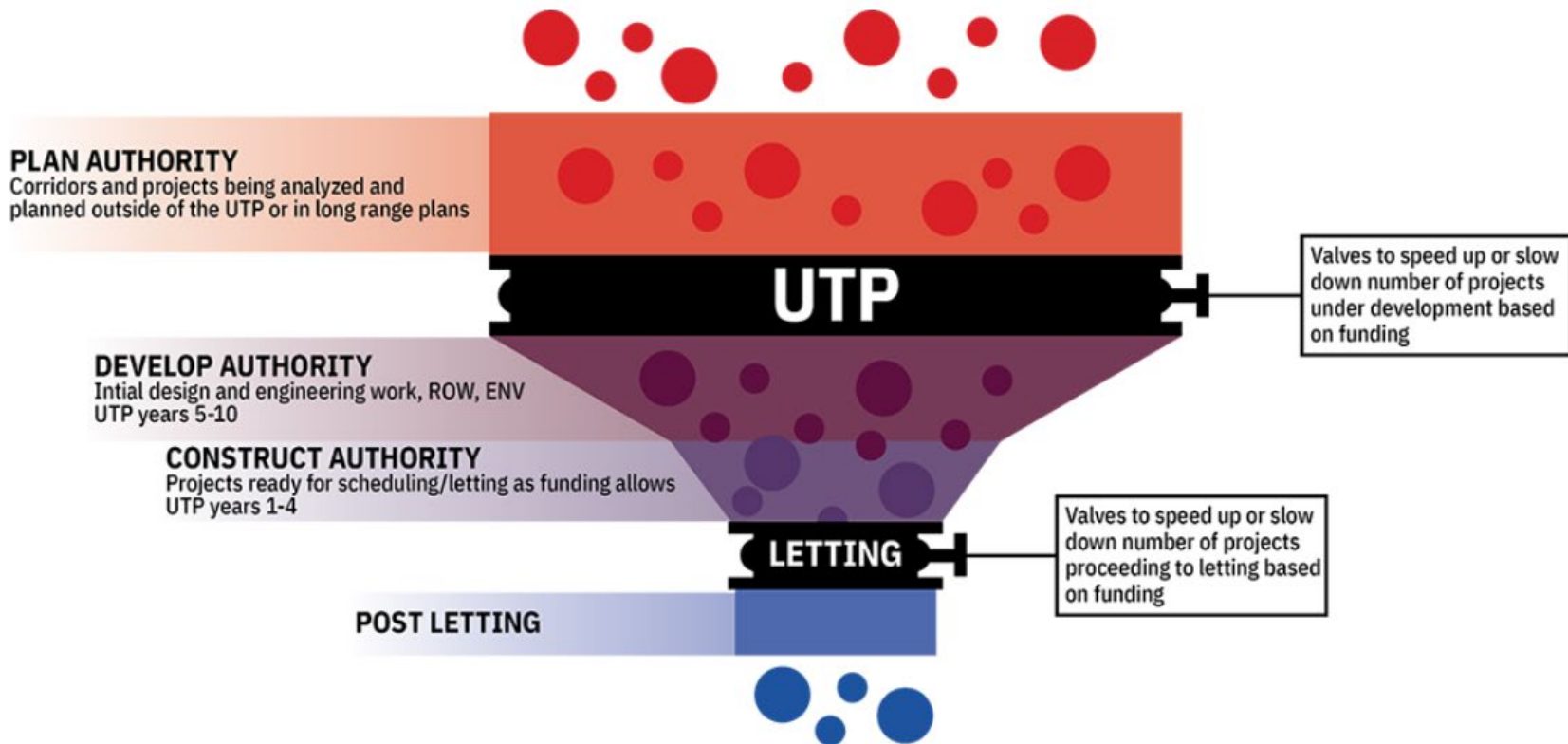
- MTP
 - Unfunded
 - Projects outside of UTP



Planning Documents

- Consistency of Plans
 - Ensure alignment of Plans
 - STIP, UTP, MTP
 - Reduces risk in conformity analysis
 - Allows project readiness to progress for large-scale corridors
 - Creates flexibility for funding & project acceleration opportunities







2027 AAMPO List

AAMPO Priority List

- Priorities Shown are Not Final
- Consistent with previous UTP years
- Focused on funding partially funded projects
- 48 Projects within AAMPO Boundaries
- Project Readiness

Roadway	Limits From	To	Prop Priority	ENV Clear	ROW	P&S&E
US 90	0.8 Miles W of IH 410	IH 410		Clear	Clear	100%
US 90	LP 1604	0.8 Miles W of IH 410		Clear	Clear	100%
IH 35	N. Walters St.	IH 410 S		Clear	Clear	100%
US 90	SH 211	LP 1604	1	Clear	Clear	100%
SH 123	Cordova Ln	IH 10	2	Clear	Clear	100%
IH 410	at US 281/San Pedro		3	Clear	Clear	100%
SL 1604	Macdona-Lacoste Rd	US 90 W	4	Clear	Clear	100%
IH 35	FM 3009	Guadalupe / Comal County Line	5	Clear	Clear	100%
IH 35	Guadalupe / Comal County Line	FM 1103	5	Clear	Clear	100%
SL 1604	Judson Rd	IH 35 North	6	Clear	Clear	100%
IH 10	US 90A	FM 464	7	Clear	Clear	100%
IH 10	Pioneer Road	US 90A	7	Clear	Clear	100%
SL 1604	FM 78	Rocket Ln	8	Clear	Clear	60%
IH 10	FM 465	Pioneer Road	9	Clear	Clear	15%
SH 211	FM 1957	US 90	10	60%	Clear	0%
SH 16	IH 410	Guilbeau Rd	11	90%	0%	10%
SH 46	Bentwood Dr	FM 3159	12	Clear	Clear	0%
SH 173	US 90	0.1 Mi North of CR 5710	13	90%	Clear	30%
SL 1604	Rocket Ln	IH 10 East	14	Clear	Clear	0%
SL 1604	SH 16	W Military Dr	15	60%	Clear	0%
IH 35	FM 1103	SL 337	16	60%	Clear	0%
SH 46	IH 35	Comal/Guadalupe County Line	17	90%	0%	0%
IH 10	SH 123	SH 130	18	Clear	Clear	0%
IH 410	IH 35	IH 10E	19	Clear	Clear	0%
IH 410	US 90	Medina Base	20	Clear	0%	0%
FM 1957	CR 381	Bexar / Medina County Line	21	60%	0%	0%
FM 1957	Medina / Bexar County Line	SH 211	21	60%	0%	0%
US 281	Bexar/Comal CL	SH 46	22	90%	0%	0%
FM 3351	IH 10	Desperado Way	23	90%	0%	0%
IH 410	IH 35	IH 10E	24	Clear	Clear	0%
IH 10	Bexar/Kendall County Line	FM 3351	25	Clear	Clear	0%
IH 10	0.25 Mi W of Bexar/Kendall County Line	Bexar/Kendall County Line	25	Clear	Clear	0%
SH 16	Guilbeau Rd	SL 1604	26	90%	0%	0%
IH 35	Guadalupe River	FM 1103	27	Clear	Clear	0%
IH 35	Guadalupe River	Hays / Comal County Line	28	Clear	Clear	0%
SH 46	IH 35	Comal/Guadalupe County Line	29	90%	0%	0%
IH 410	Medina Base	Old Pearsall Rd (FM 2536)	30	Clear	0%	0%
SH 46	Comal/Guadalupe County Line	IH 10E	31	90%	0%	0%
IH 410	at SH 151		32	Clear	Clear	0%
IH 410	at IH 10 E		33	Clear	Clear	0%
IH 410	at IH 10 E		34	Clear	Clear	0%
IH 10	at SL 1604 NE		35	Clear	Clear	0%
IH 410	at IH 35 SW		36	Clear	0%	0%
IH 10	SH 46	0.25 Mi W of Bexar / Kendall County Line	37	Clear	Clear	0%
US 281	at Mustang Vista		38	90%	0%	0%
US 90	at Mechler		39	30%	0%	0%
SL 1604	at Schuwirth		40	10%	0%	0%
SL 1604	IH 35 S	0.7 Mi North of FM 2536	41	30%	0%	0%
SL 1604	0.7 Mi North of FM 2536	Macdona-Lacoste Rd	41	30%	0%	0%
IH 410	at IH 35 SW		42	Clear	0%	0%
SL 1604	W Military Dr	US 90	43	10%	0%	0%
SH 46	Bulverde Rd	Farhills Dr	44	60%	0%	0%
IH 410	at US 90 West		45	Clear	0%	0%
IH 410	Ingram	FM 1535	46	10%	0%	0%
US 90	SH 211	Medina/Bexar CL	47	30%	0%	0%
US 90	Medina/Bexar CL	FM 4715	47	30%	0%	0%
IH 35	SH 132N	SH 132S	48	30%	0%	0%

AAMPO Priority List

- **Blue** – Under Construction
- **Green** – Fully Funded
- **Yellow** – Partially Funded

Roadway	Limits From	To	Prop Priority
US 90	0.8 Miles W of IH 410	IH 410	
US 90	LP 1604	0.8 Miles W of IH 410	
IH 35	N. Walters St.	IH 410 S	
US 90	SH 211	LP 1604	1
SH 123	Cordova Ln	IH 10	2
IH 410	at US 281/San Pedro		3
SL 1604	Macdona-Lacoste Rd	US 90 W	4
IH 35	FM 3009	Guadalupe / Comal County Line	5
IH 35	Guadalupe / Comal County Line	FM 1103	5
SL 1604	Judson Rd	IH 35 North	6
IH 10	US 90A	FM 464	7
IH 10	Pioneer Road	US 90A	7
SL 1604	FM 78	Rocket Ln	8
IH 10	FM 465	Pioneer Road	9

Project Readiness

- Green – Complete
- Orange – In Progress
- Purple – Has Not Started

Roadway	Limits From	To	Prop Priority	ENV Clear	ROW	PS&E
US 90	0.8 Miles W of IH 410	IH 410		Clear	Clear	100%
US 90	LP 1604	0.8 Miles W of IH 410		Clear	Clear	100%
IH 35	N. Walters St.	IH 410 S		Clear	Clear	100%
US 90	SH 211	LP 1604	1	Clear	Clear	100%
SH 123	Cordova Ln	IH 10	2	Clear	Clear	100%
IH 410	at US 281/San Pedro		3	Clear	Clear	100%
SL 1604	Macdona-Lacoste Rd	US 90 W	4	Clear	Clear	100%
IH 35	FM 3009	Guadalupe / Comal County Line	5	Clear	Clear	100%
IH 35	Guadalupe / Comal County Line	FM 1103	5	Clear	Clear	100%
SL 1604	Judson Rd	IH 35 North	6	Clear	Clear	100%
IH 10	US 90A	FM 464	7	Clear	Clear	100%
IH 10	Pioneer Road	US 90A	7	Clear	Clear	100%
SL 1604	FM 78	Rocket Ln	8	Clear	Clear	60%
IH 10	FM 465	Pioneer Road	9	Clear	Clear	15%
SH 211	FM 1957	US 90	10	60%	Clear	0%
SH 16	IH 410	Guilbeau Rd	11	90%	0%	10%
SH 46	Bentwood Dr	FM 3159	12	Clear	Clear	0%
SH 173	US 90	0.1 Mi North of CR 5710	13	90%	Clear	30%
SL 1604	Rocket Ln	IH 10 East	14	Clear	Clear	0%
SL 1604	SH 16	W Military Dr	15	60%	Clear	0%
IH 35	FM 1103	SL 337	16	60%	Clear	0%
SH 46	IH 35	Comal/Guadalupe County Line	17	90%	0%	0%
IH 10	SH 123	SH 130	18	Clear	Clear	0%
IH 410	IH 35	IH 10E	19	Clear	Clear	0%
IH 410	US 90	Medina Base	20	Clear	0%	0%
FM 1957	CR 381	Bexar / Medina County Line	21	60%	0%	0%
FM 1957	Medina / Bexar County Line	SH 211	21	60%	0%	0%
US 281	Bexar/Comal CL	SH 46	22	90%	0%	0%
FM 3351	IH 10	Desperado Way	23	90%	0%	0%
IH 410	IH 35	IH 10E	24	Clear	Clear	0%

Project Readiness

- **Green** – Complete
- **Orange** – In Progress
- **Purple** – Has Not Started

Roadway	Limits From	To	Prop Priority	ENV Clear	ROW	PS&E
IH 10	Bexar/Kendall County Line	FM 3351	25	Clear	Clear	0%
IH 10	0.25 Mi W of Bexar/Kendall County Line	Bexar/Kendall County Line	25	Clear	Clear	0%
SH 16	Guilbeau Rd	SL 1604	26	90%	0%	0%
IH 35	Guadalupe River	FM 1103	27	Clear	Clear	0%
IH 35	Guadalupe River	Hays / Comal County Line	28	Clear	Clear	0%
SH 46	IH 35	Comal/Guadalupe County Line	29	90%	0%	0%
IH 410	Medina Base	Old Pearsall Rd (FM 2536)	30	Clear	0%	0%
SH 46	Comal/Guadalupe County Line	IH 10E	31	90%	0%	0%
IH 410	at SH 151		32	Clear	Clear	0%
IH 410	at IH 10 E		33	Clear	Clear	0%
IH 410	at IH 10 E		34	Clear	Clear	0%
IH 10	at SL 1604 NE		35	Clear	Clear	0%
IH 410	at IH 35 SW		36	Clear	0%	0%
IH 10	SH 46	0.25 Mi W of Bexar / Kendall County Line	37	Clear	Clear	0%
US 281	at Mustang Vista		38	90%	0%	0%
US 90	at Mechler		39	30%	0%	0%
SL 1604	at Schuwirth		40	10%	0%	0%
SL 1604	IH 35 S	0.7 Mi North of FM 2536	41	30%	0%	0%
SL 1604	0.7 Mi North of FM 2536	Macdona-Lacoste Rd	41	30%	0%	0%
IH 410	at IH 35 SW		42	Clear	0%	0%
SL 1604	W Military Dr	US 90	43	10%	0%	0%
SH 46	Bulverde Rd	Farhills Dr	44	60%	0%	0%
IH 410	at US 90 West		45	Clear	0%	0%
IH 410	Ingram	FM 1535	46	10%	0%	0%
US 90	SH 211	Medina/Bexar CL	47	30%	0%	0%
US 90	Medina/Bexar CL	FM 471S	47	30%	0%	0%
IH 35	SH 132N	SH 132S	48	30%	0%	0%

Next Steps

- Implementation Plans
 - Break Out Projects
 - Better Chance of Funding
 - Faster Implementation
 - Methodical and consistent construction
 - Update Projects in MTP
- AAMPO Resolution of UTP Candidate Priority Project List

	Roadway	Limits From	To	Prop Priority
→	IH 10	FM 465	Pioneer Road	9
	SH 211	FM 1957	US 90	10
→	SH 16	IH 410	Guilbeau Rd	11
→	SH 46	Bentwood Dr	FM 3159	12
	SH 173	US 90	0.1 Mi North of CR 5710	13
→	SL 1604	Rocket Ln	IH 10 East	14
	SL 1604	SH 16	W Military Dr	15
	IH 35	FM 1103	SL 337	16
→	SH 46	IH 35	Comal/Guadalupe County Line	17
	IH 10	SH 123	SH 130	18
→	IH 410	IH 35	IH 10E	19
→	IH 410	US 90	Medina Base	20
	FM 1957	CR 381	Bexar / Medina County Line	21
	FM 1957	Medina / Bexar County Line	SH 211	21
	US 281	Bexar/Comal CL	SH 46	22
	FM 3351	IH 10	Desperado Way	23
→	IH 410	IH 35	IH 10E	24
	IH 10	Bexar/Kendall County Line	FM 3351	25
	IH 10	0.25 Mi W of Bexar/Kendall County Line	Bexar/Kendall County Line	25
→	SH 16	Guilbeau Rd	SL 1604	26
	IH 35	Guadalupe River	FM 1103	27
	IH 35	Guadalupe River	Hays / Comal County Line	28
→	SH 46	IH 35	Comal/Guadalupe County Line	29

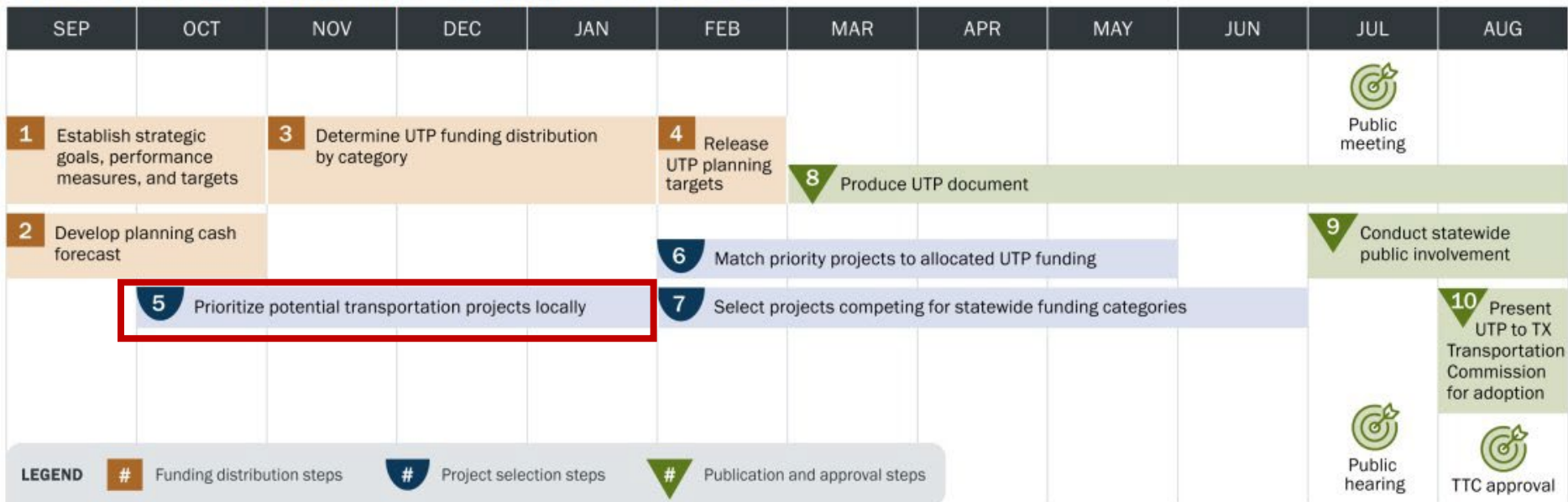
Next Steps

- Implementation Plans
 - Break Out Projects
 - Better Chance of Funding
 - Faster Implementation
 - Methodical and consistent construction
 - Update Projects in MTP
- AAMPO Resolution of UTP Candidate Priority Project List

Roadway	Limits From	To	Prop Priority
IH 410	Medina Base	Old Pearsall Rd (FM 2536)	30
SH 46	Comal/Guadalupe County Line	IH 10E	31
IH 410	at SH 151		32
IH 410	at IH 10 E		33
IH 410	at IH 10 E		34
IH 10	at SL 1604 NE		35
IH 410	at IH 35 SW		36
IH 10	SH 46	0.25 Mi W of Bexar / Kendall County Line	37
US 281	at Mustang Vista		38
US 90	at Mechler		39
SL 1604	at Schuwirth		40
SL 1604	IH 35 S	0.7 Mi North of FM 2536	41
SL 1604	0.7 Mi North of FM 2536	Macdona-Lacoste Rd	41
IH 410	at IH 35 SW		42
SL 1604	W Military Dr	US 90	43
SH 46	Bulverde Rd	Farhills Dr	44
IH 410	at US 90 West		45
IH 410	Ingram	FM 1535	46
US 90	SH 211	Medina/Bexar CL	47
US 90	Medina/Bexar CL	FM 471S	47
IH 35	SH 132N	SH 132S	48

Next Steps

UTP DEVELOPMENT TIMELINE – ANNUAL 10-STEP CYCLE *



* This timeline is subject to change. For the latest information about public involvement dates, see the UTP Public Involvement page on [TxDOT.gov](https://www.txdot.gov). To maximize the limited time of an annual cycle, many UTP development steps are conducted concurrently and may overlap on the timeline.



Connecting you with Texas





Transportation Funding Considerations for AAMPO

June 2026

Presented by Brendon Wheeler, P.E.



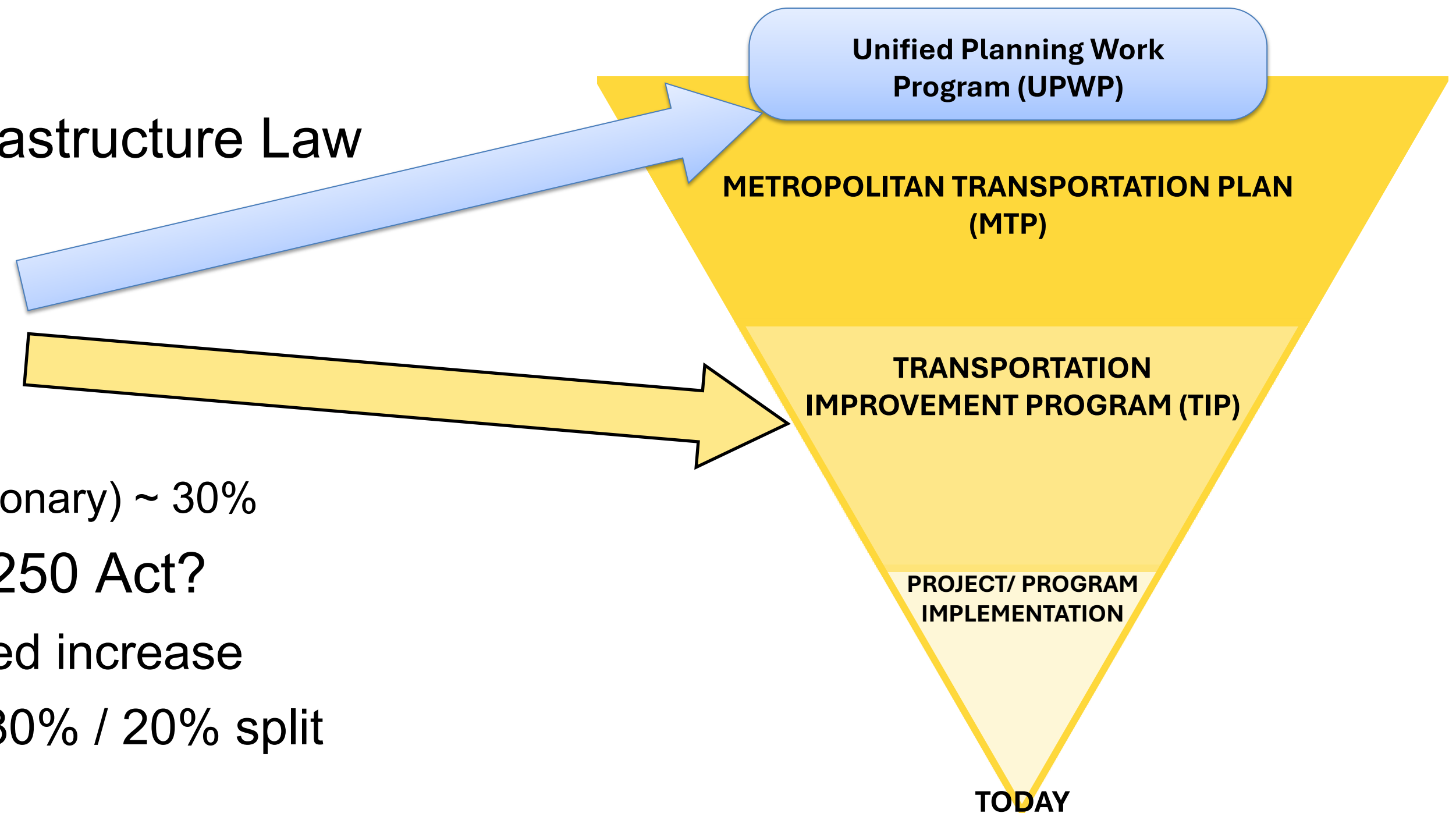
5-year Federal Surface Transportation Reauthorization Bill

Current: Bipartisan Infrastructure Law (BIL, or IIJA for Act)

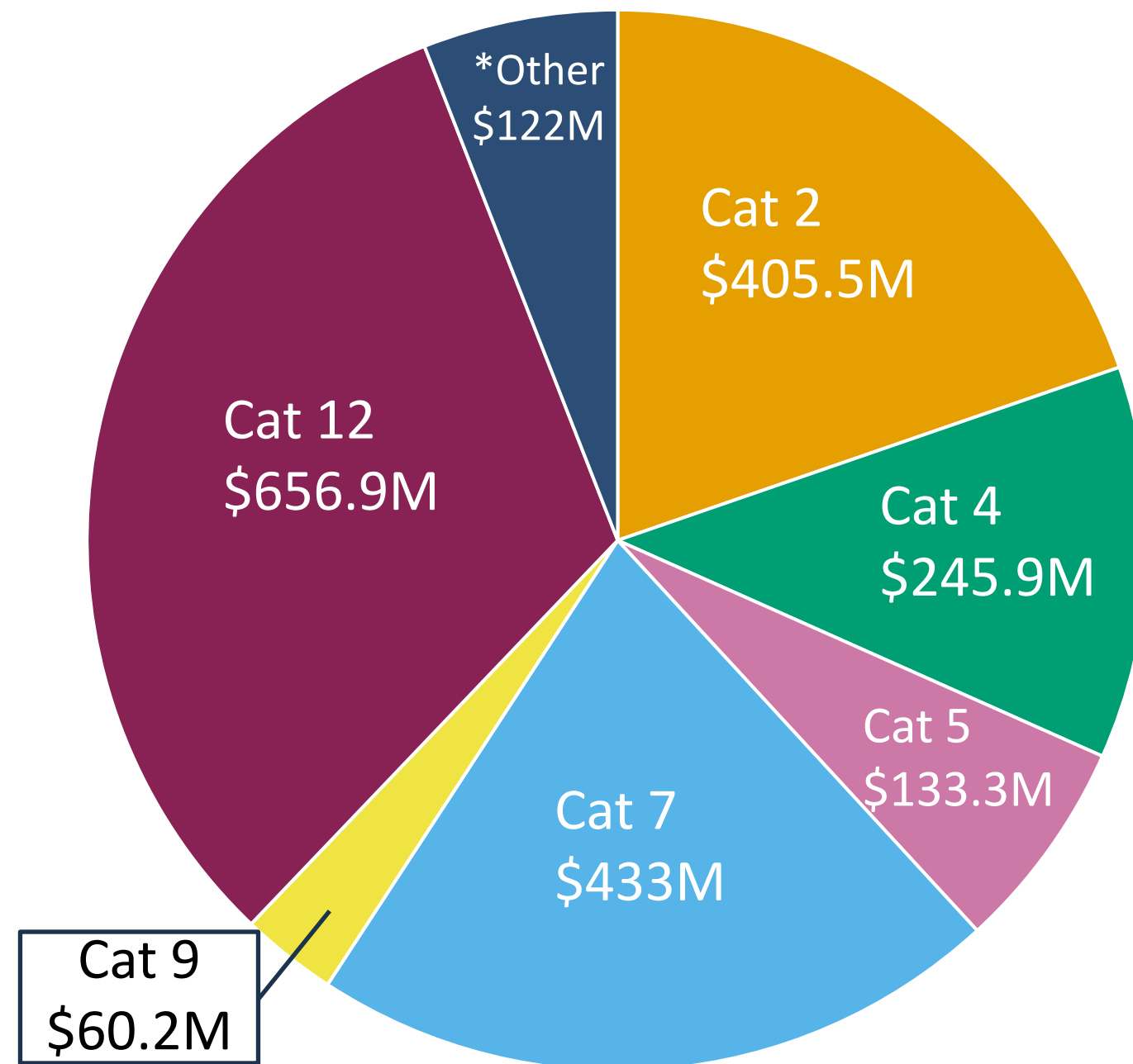
- Planning \$ ~ 0.5%
- Implementation \$
 - Formula ~70%
 - Competitive (Discretionary) ~ 30%

Future: Build America 250 Act?

- Planning \$ ~ proposed increase
- Implementation \$ ~ 80% / 20% split



AAMPO's Fiscal Year (FY) 2022-23 Transportation Improvement Program (~\$2 B)



TxDOT Unified Transportation Program Funding Category

- Cat 2 - Metropolitan and Urban Corridor Projects
- Cat 4 - Statewide Connectivity Corridor
- Cat 5 - Congestion Mitigation and Air Quality Program (CMAQ)
- Cat 7 - Surface Transportation Block Grant (STBG)
- Cat 9 - Transportation Alternatives
- Cat 12 - Strategic Priority
- *Other (1,3,10,11)

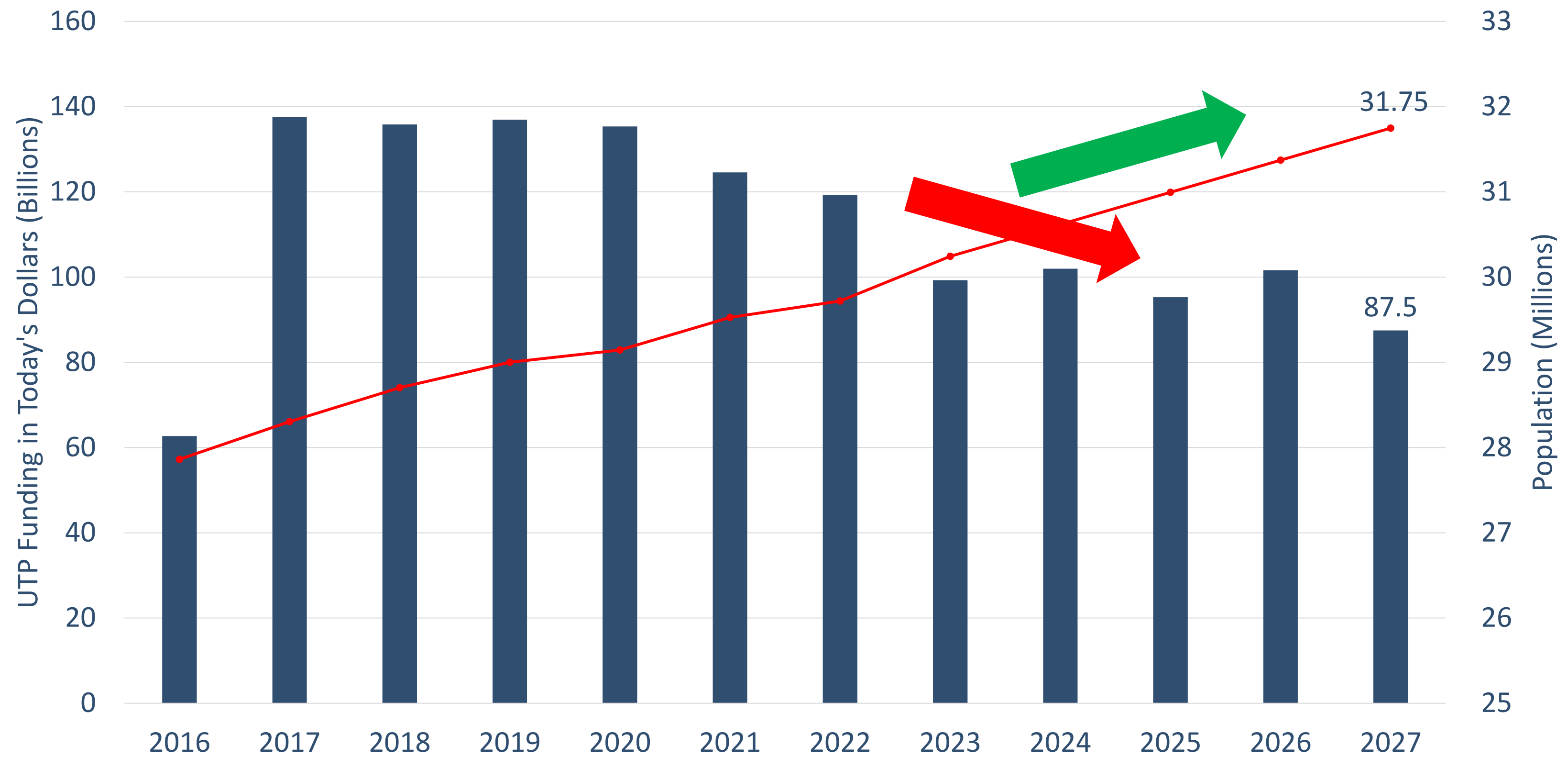
1 - Preventative Maintenance and Rehabilitation
3 - Non-Traditional Funding
10 - Miscellaneous
11 - District Discretionary

Challenges

- TxDOT's Highway Cost Index reports unprecedented **~55% cost escalation** in 5 years (May 2021 – May 2026)
- Transportation funding is not indexed to demand or changes in usage, leaving revenues vulnerable to inflation and geopolitical volatility
- TIP-led MPO process leads to ill-prepared projects, limited funding flexibility, large carryover balances year to year, and risks future funding allocations going somewhere else

Supply and Demand

UTP Funding Levels in Today's Dollars & Texas Population Estimate



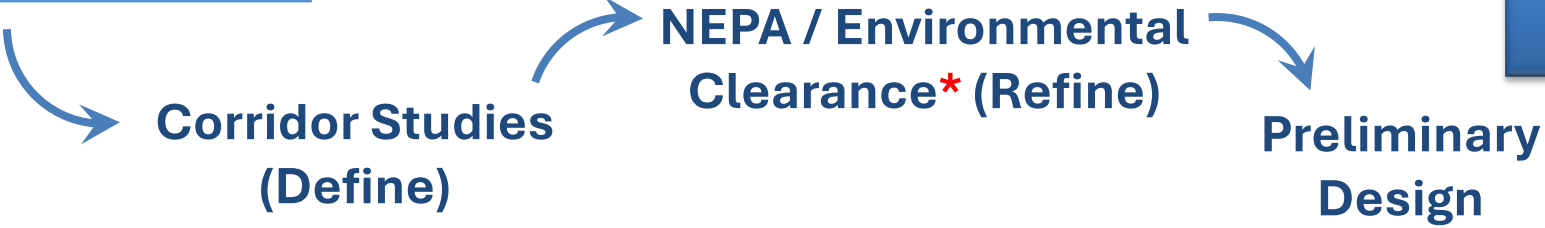
2027 UTP Funding is estimated based on draft planning targets released by TxDOT on January 30, 2026 with no increase/decrease in Highway Cost Index.

Credit: Grayson County MPO

Regionally Significant facilities must be in a Conforming MTP to achieve Environmental Clearance

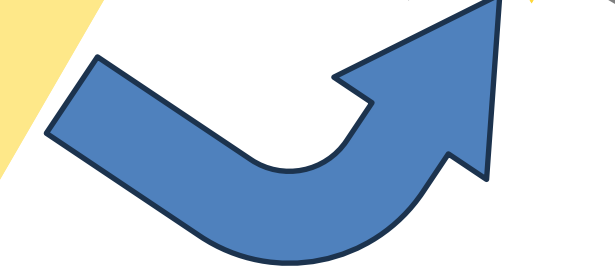
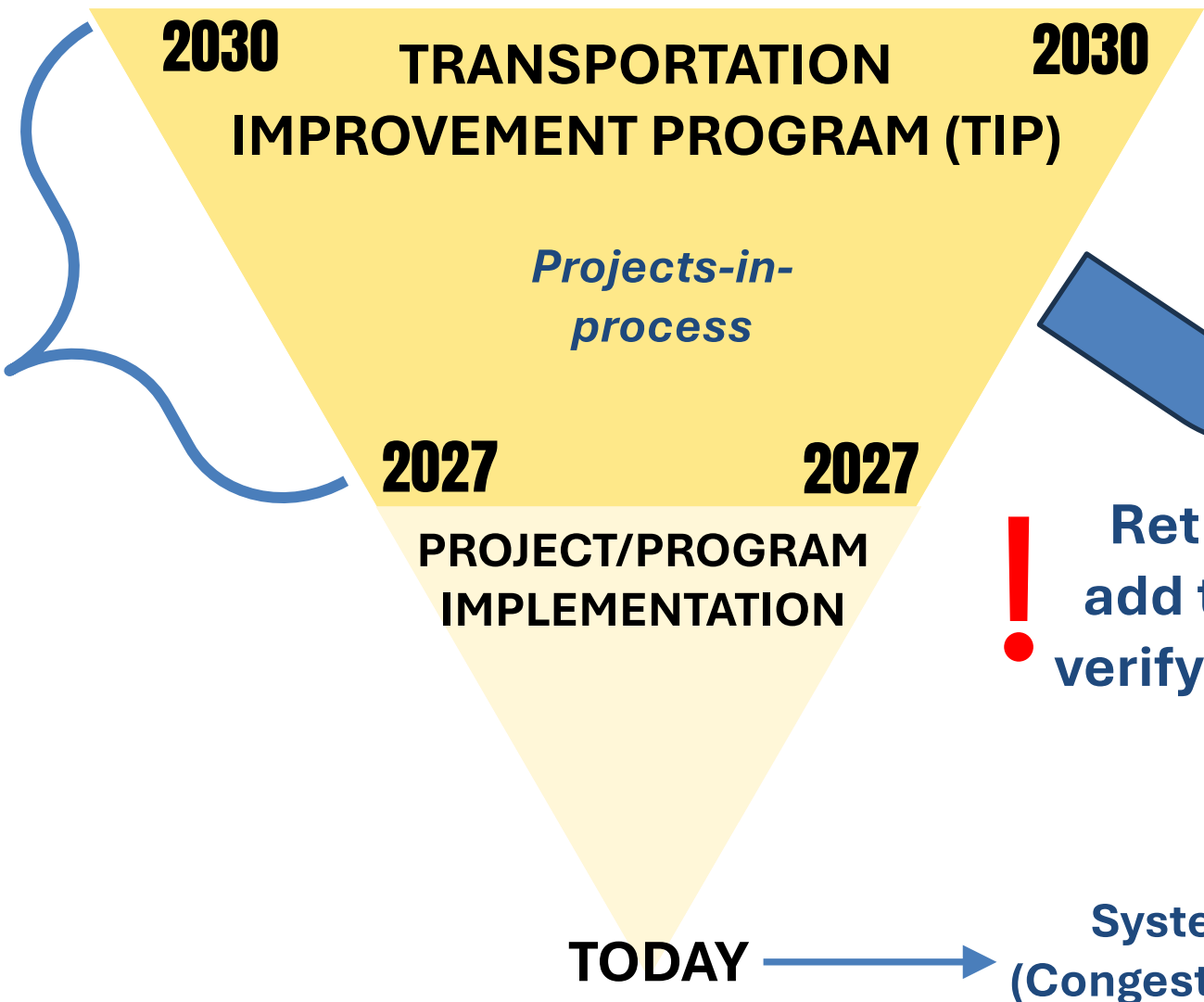
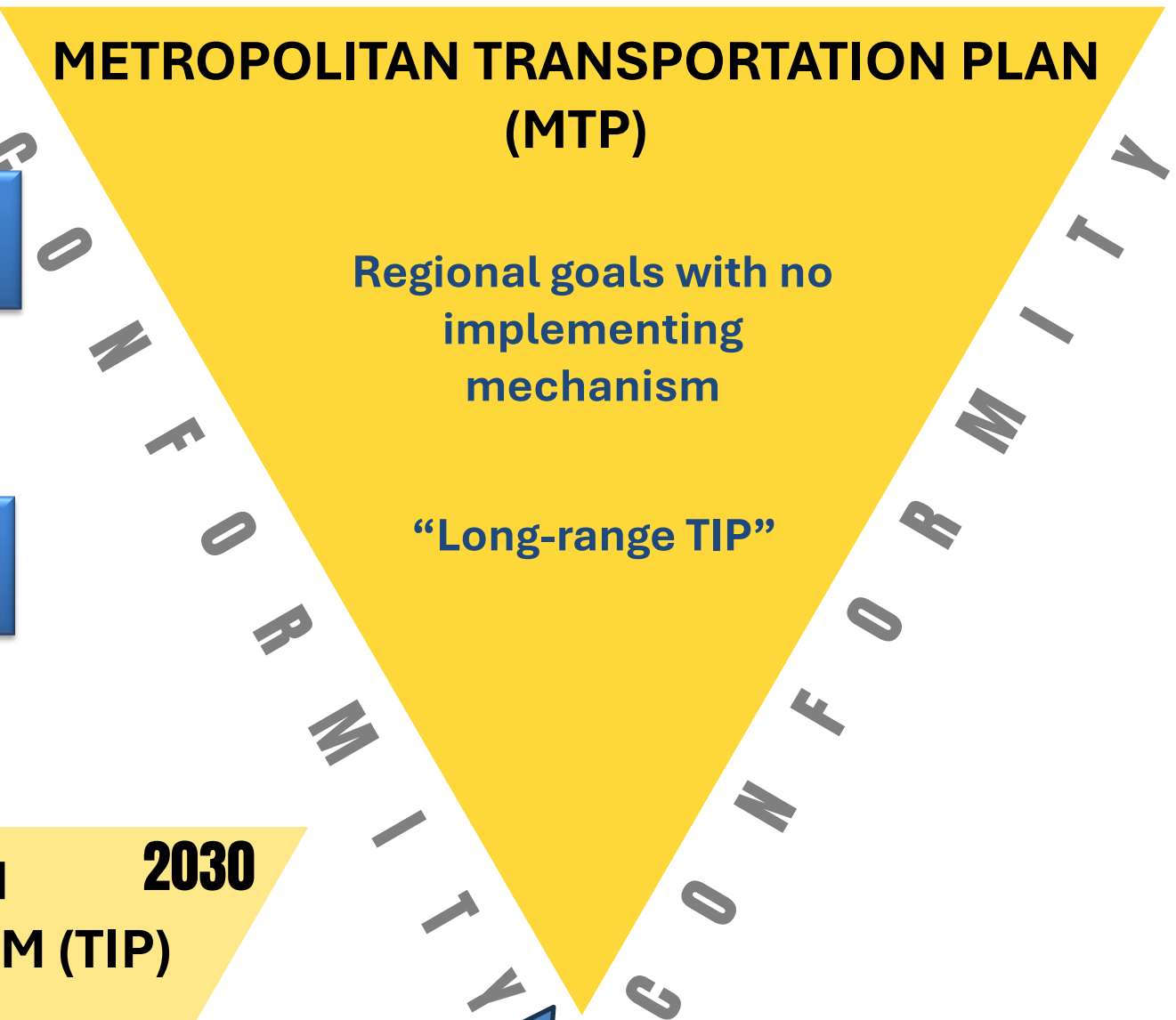
PROJECT IDEA

**Call for Projects,
TIP-led Process**



Call for Projects /
Local Priorities

Selection /
Prioritization



**! Retroactively
add to MTP and
verify Conformity !**



Regionally Significant facilities must be in a Conforming MTP to achieve Environmental Clearance

PROJECT IDEA

Corridor Studies
(Define)

NEPA / Environmental
Clearance* (Refine)

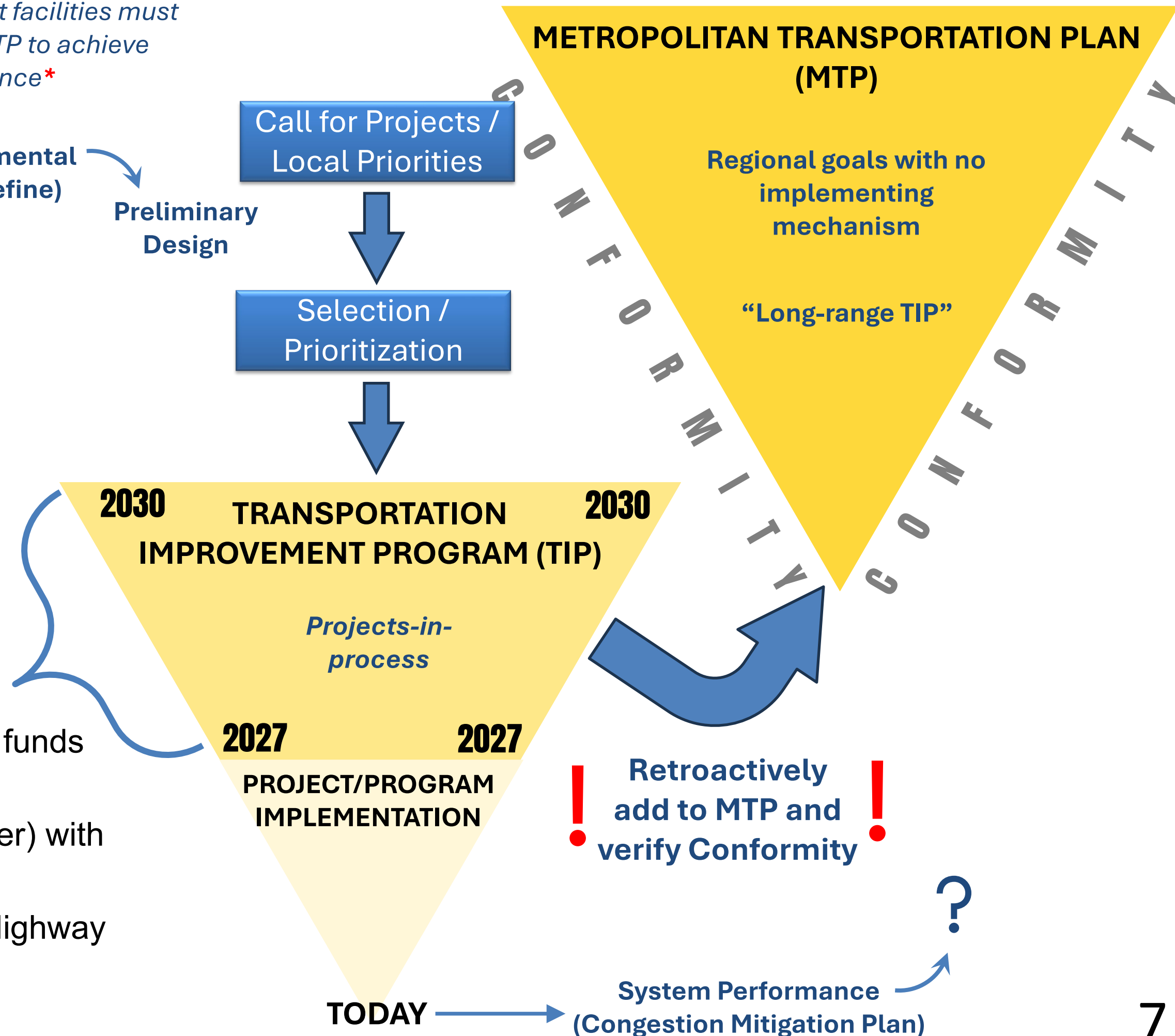
Preliminary
Design

Call for Projects /
Local Priorities

Selection /
Prioritization

Call for Projects, TIP-led Process

- TIP traditionally used by Local Governments as “commitment of federal / state funds”
- Holding place for project development
- Result:
 - Significant carryover – risk of region losing funds (CMAQ)
 - Inefficient use of funds (loss of buying power) with silo’d approach to funding categories
 - AASHTO (American Association of State Highway Transportation Officials) position



Opportunities

Federal and State Funds

- Develop data-driven needs assessment and value proposition
- Equip local leaders with information and data to support the telling of Alamo Area's successes and further needs
- Position MPO to successfully apply for competitive grant opportunities on behalf of region

Local and System-generated Revenue

- Leverage local dollars to kick-start planning and maximize federal/state funding
- Innovate to bring private funding to table; Public-private partnerships, value capture, system revenue

Opportunities

MPO Process

- UPWP & MTP: Invest in Planning (regionally and locally)
 - Time-value of money (inflation / political oversight)
 - “Clean” projects move forward
- TIP: Maximize timing and flow of funds (color of money) on shovel-ready projects
- Partnerships bring opportunities to develop the right project and fund in innovative ways

Plan Slow, Deliver Fast

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AAMPO

