



# 2025 Legislative Session Outcomes

Transportation Funding Issues  
June 30, 2025

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 EDC*

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

*VIA Metropolitan Transit*

*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

\$12 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 (24 years): 830 to 1

Organized as a 501c(6) non-profit

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

### San Antonio District (TxDOT) Lettings - FY 2005 to FY 2024

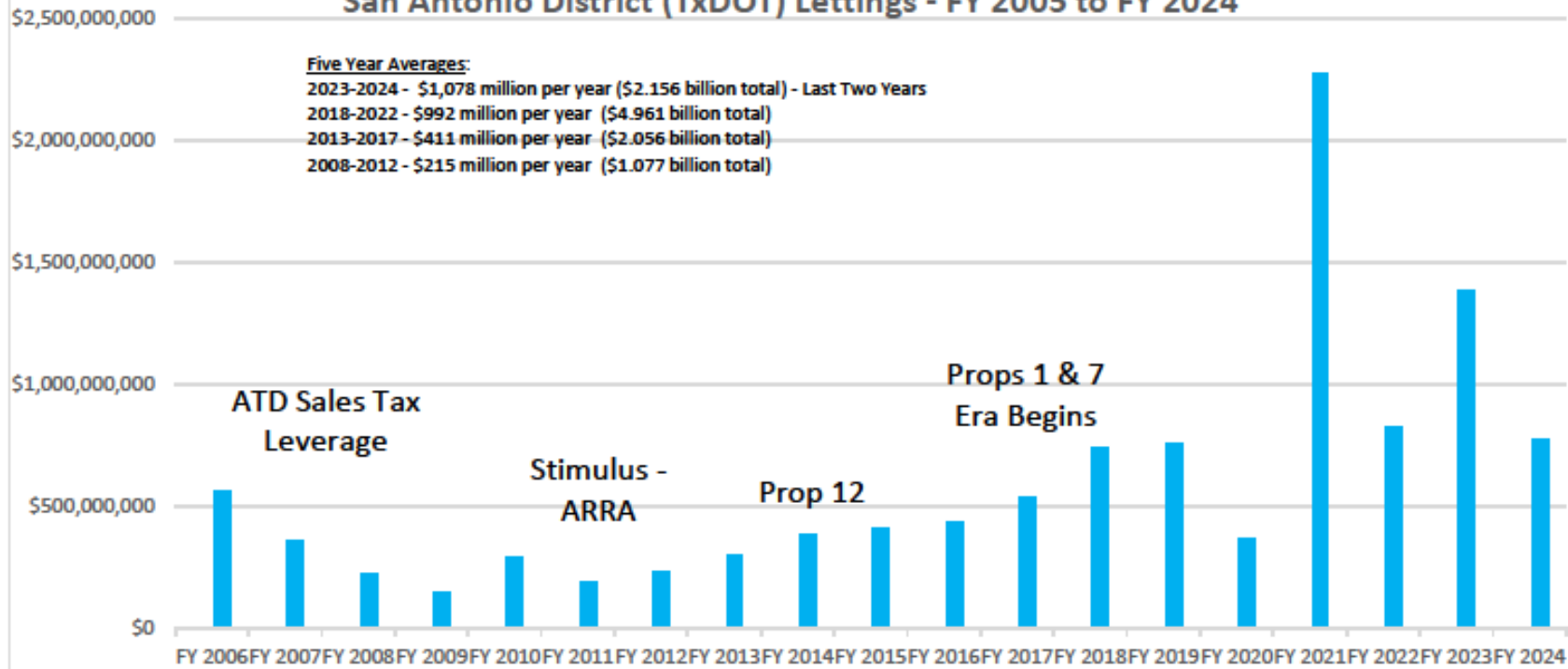
**Five Year Averages:**

2023-2024 - \$1,078 million per year (\$2.156 billion total) - Last Two Years

2018-2022 - \$992 million per year (\$4.961 billion total)

2013-2017 - \$411 million per year (\$2.056 billion total)

2008-2012 - \$215 million per year (\$1.077 billion total)



# SAMCo – 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 – 36<sup>th</sup> 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)*

\$310 M – VIA Share of ATD (2004-2017)

\$ 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

*\$494 M - Total*

## *Highway Projects - TxDOT*

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

\$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)

\$1,425 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 Cat.

\$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.

*\$8,848 M - Total*

*Grand Total: \$12 Billion*

# SAMCo – Key Legislative Items Secured

- 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!)
  - EV fee road use fee (\$200/year established)

# State Funding – 2025 Legislative Session Results:

## 2026-2027 Biennial Budget (TxDOT)

- SB 1 (Huffman) – Provides \$39.9 billion in total funding to TxDOT for the 2026-2027 biennium.
- A \$2.7 billion increase over the previous biennium, or about 7 percent. Likely does not fully cover project inflation.
- Proposition 1 (oil and gas severance taxes) set at \$7.99 billion for 2026-2027, versus \$6.87 for the previous two years. Some concern about volatility/future tail off for this revenue source.
- Proposition 7 (sales tax and vehicle sales tax) set at \$7.43 billion for 2026-2027, versus \$6.42 for the previous biennium.
- Proposition 1 and 7 now constitute almost 45 percent of TxDOT's budget – more than the gas tax, diesel tax, registration fees, federal revenue, etc.

## State Funding – 2025 Legislative Session Results (Continued):

### Local Government Grant Program Created – Rail Grade Separations

- SB 1555 (Nichols) – Signed into law May 25, 2025.
- To provide local government grants for rail-roadway and rail-pedestrian grade separations.
- \$250 million allocated in the 2024-2025 supplemental budget (HB 500).
- TxDOT to administer the program.
- Counties and cities eligible; a potential solution to some of the rail backups that occur in our region.
- A major focus for the Port of Houston; likely much competition for these funds.

## State Funding – 2025 Legislative Session Results (Continued):

### HB 19 (Meyer) Defeated

- HB 19 would have severely limited the ability of local governments to pursue bond programs for infrastructure, etc.
- City of San Antonio staff calculated that the various thresholds related to debt contained in the bill would have prevented a new COSA bond program for at least a decade.
- SAMCo actively participated in efforts to block HB 19 in committee or alternatively to change several of its key provisions.
- Several other bills that would have required up to two-thirds of voters to approve a bond program were also defeated.

## State Funding – 2025 Legislative Session Results (Continued):

### Other Bills of Interest:

- HB 2876 (Gerdes) to extend the SH 130 concession and provide a mechanism to fund more connectivity between SH 130 and IH 35. Passed House 76-45; no Senate action.
- HB 3134 (Cook) related to advanced air mobility; a priority for Port San Antonio. Passed House 101 to 25. No action taken by the Senate.
- HB 3345 (Lopez) to increase the Bexar County optional vehicle registration fee from the current \$10 to up to \$20 through a local election process. Heard in House Ways & Means but did not emerge from committee.
- Effort by Rep. John Lujan to provide a \$12.5 million budget rider for a study of the South Texas Parkway project was moved to Article 11 (items not funded). It is very rare to fund a TxDOT project through an earmark in the budget bill.



# 2025 Legislative Session Outcomes

## Questions?

**Victor M. Boyer, President & CEO**  
San Antonio Mobility Coalition

(210) 831-0069  
[vboyer@samcoinc.org](mailto:vboyer@samcoinc.org)