

**SUBJECT:** Amending State Highway 130's comprehensive development agreement

**COMMITTEE:** Transportation — favorable, without amendment

**VOTE:** 8 ayes — Canales, Raney, Davis, Gámez, Lozano, Lujan, Ordaz, Perez  
3 nays — Caroline Harris, Patterson, Romero  
2 absent — Ashby, Landgraf

**WITNESSES:** For — Jonathan Packer, New Braunfels Chamber, New Braunfels Economic Development Foundation; Gary Farmer, Opportunity Austin; C. Brian Cassidy, Jennifer Daniel, SH130 Concession Company (*Registered, but did not testify*: Denise Davis, Austin Chamber of Commerce; Denise Davis, Caldwell County; Bill Keller, Steve Parker, City of Seguin; Jason Giulietti, Greater San Marcos Partnership; Buddy Garcia, North American Strategy for Competitiveness; Stacy Schmitt, Opportunity Austin; Dana Harris, Samsung Austin Semiconductor; Leticia Van de Putte, San Antonio Chamber of Commerce; Victor Boyer, San Antonio Mobility Coalition, Inc.; Jason Biesenbach, Seguin City Council; J. McCartt, SH 130 Concession Company; Dana Moore, Texas Trucking Association; David Mills; Karen Reagan )  
  
Against — Terri Hall, Texas TURF, Texans for Toll-free Highways, Grassroots America -We the People; Fran Rhodes, True Texas Project; Jack Finger (*Registered, but did not testify*: Steven Albright, Associated General Contractors of Texas-Highway Heavy Utility and Industrial Branch; Christina Drewry, Texas Freedom Coalition; Rick Briscoe; Don Dixon; Tom Glass; Gregory Porter;)  
  
On — (*Registered, but did not testify*: Stephen Stewart, TxDOT)

**BACKGROUND:** Some have suggested that a new non-tolled highway would help to address congestion and improve connectivity along the I-35 corridor.

**DIGEST:** HB 2795 would require the Department of Transportation (TxDOT) to

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 agreement for up to 20 years if:

- the amendment outlined the benefit the state would receive from extending the term; and
- the amendment required the private participant to provide funds to TxDOT no later than December 31, 2024, as agreed to by TxDOT and the participant.

TxDOT would be required to amend the agreement no later than September 1, 2024.

The funds received under the agreement would be required to be used for the design, financing, and construction of a non-tolled connector between Interstate Highway 35 and State Highway 130 in the same county as the project that was the subject of the agreement. The bill would establish TxDOT as the owner of the connector.

The bill would take effect September 1, 2023.