



SAN ANTONIO MOBILITY COALITION, INC.

2017 Legislative Agenda

Economic expansion and population growth continue to place tremendous pressure on state and local transportation infrastructure. Even with the additional funding provided from Propositions 1 and 7, significant gaps remain between projected funding levels and the actual investment needed to reduce congestion. With the Alamo MPO Region slated to grow by more than 1.5 million more residents by 2040 - 1.0 million just in the City of San Antonio - it is imperative that the state provide additional resources and/or empower local governments with the appropriate tools to make needed investments in the state highway system, major arterials, multi-modal transit systems, freight rail, passenger rail, and safety solutions. SAMCo urges consideration of the following items by the 85th legislature to address these overall goals:

85th SESSION

Legislative solutions to Texas transportation needs could take many forms or approaches. We offer these suggestions as starting points:

- Support continued policy of non-diversion of revenue from the State Highway Fund. Urge consideration of a Constitutional Amendment to prevent such diversions in the future.
- Support legislative efforts to fully implement Propositions 1 and 7 and ensure equitable distribution of funding among the districts. Oppose any efforts to reduce anticipated funding from these two revenue sources.
- Ensure there is sufficient funding for engineering, ROW acquisition, and related project development costs to ensure that high priority projects are made shovel ready for these new revenue sources.
- Support efforts by the Legislature, TxDOT, TTI, and/or others to assess the magnitude of the statewide transportation funding gap over the next 10 to 25 years through a revisit of the 2030 Commission effort or a comparable initiative.
- In an era of rapid growth and limited funding, continue to provide local MPOs and RPOs with alternative funding mechanisms including tolling, public private partnerships, etc. in order to accelerate project delivery. Oppose efforts to further restrict use of TxDOT funds for toll projects.
- Collaborate with local partners to continue advocating for additional resources to ensure adequate and sustainable funding for all modes of transportation, including authority for local governments to consider additional funding sources as supported by locally driven processes.
- Monitor and defend eminent domain authority to allow planning and development of infrastructure and/or multi-modal transportation corridors.
- Support legislation that encourages TxDOT to be innovative in its planning and development of multi-modal corridors that includes emerging transportation technologies.
- Build upon the efforts of the past two sessions to ensure more transparency and accountability by the department. Closely monitor the TxDOT Sunset process to ensure an end product that enhances the ability of the department to deliver needed projects.
- Support continued ability for Bexar County, City of San Antonio, and other local governments to fund transportation projects by opposing stricter revenue caps or restrictions on the ability of local governments to issue debt.
- Consider opposing any use of Proposition 1, Proposition 7, or previous diversions for use in retiring toll debt or any previous debt acquired prior to the session.
- Support any bill, appropriation or rider that increases dedicated transportation revenue, including authority for local governments to allow voters to consider additional funding sources.

*Note: List is not prioritized.



SAN ANTONIO MOBILITY COALITION, INC.

Legislative Agenda Continued...

Enacted State Legislation Supported by SAMCo (Previous Sessions):

2015 Legislative Session

- Passage of proposed Constitutional Amendment (SJR 5) to dedicate a portion of the state sales tax and sales tax on vehicle sales to the State Highway Fund. Potential to generate \$2.8 billion plus in new revenue for TxDOT. Approved by voters as Proposition 7 in November 2015.
- Passage of a biennial budget (2016-2017) ending the practice of legislative diversions from the State Highway Fund. Restores \$600 million per year in funding.

2013 Legislative Session

- Passage of proposed Constitutional Amendment to dedicate portion of oil and gas severance taxes to non-toll highway projects. Approved by voters as Proposition 1 in November 2014.
- Loop 1604 included in list of legislatively authorized CDA projects. (SB 1730)
- Legislative authorization of \$10.00 optional vehicle registration fee for Bexar County, with potential to generate more than \$12 million annually for road and bridge projects. (HB 1573)
- Establishment of a TxDOT grant program and use of tax increment funding for road improvements in energy production regions of the state. \$450 million included in state budget for those road improvements. (SB 1742)

2011 Legislative Session

- Authorization of \$3 billion of Proposition 12 Bonds backed by state's general revenue. San Antonio region to receive \$178 million. (HB 1)
- Expanded authority for municipalities and counties to establish transportation reinvestment zones. (HB 563)
- Authority for an Advanced Transportation District (ADT) to bond sales tax. (HB 2396)
- Authority for Lone Star Rail District to establish tax increment zones to finance commuter rail projects. (HB 3030)
- Clarification of authority and powers of RMAs, including bonding authority. (HB 1112)
- Authorization for TxDOT to enter into agreements with state or federal agencies to expedite environmental review processes. (SB 548)
- Authorization for TxDOT, RMAs, and counties to provide funds to a state or federal agency to expedite environmental review processes. (HB 630)
- TxDOT Sunset Bill, including expanded authority for public-private partnerships. (HB 1420)

2009 Legislative Session and Special Session

- Authorization of \$2 billion in Proposition 12 Bonds backed by the state's general revenue.
- \$200 million to capitalize Texas Rail Relocation & Improvement Fund. [Note: Not implemented due to disagreement over whether funding thresholds met.]
- Legislative diversions of motor fuels tax reduced from \$1,591 million to \$1,151 million (27 percent reduction).
- Authorization of revolving loan fund through the Texas Infrastructure Bank.
- Local option bill passes Senate 24-7 but fails to gain sufficient traction to reach House floor. Efforts to add to conference committee report on budget also fail.