



**San Antonio Mobility Coalition, Inc. (SAMCo)
MESSAGE GUIDE
Updated May 5, 2015**

Introduction

This document is intended to serve as a guide for SAMCo members in communicating with and educating stakeholders and citizens in the Greater San Antonio community about the needs for additional sources of transportation funding.

This guide is not intended to be a word-for-word script. Effective communications require that spokespersons convey the key messages in their own words. However, to ensure consistency, we recommend that SAMCo's leadership refer to and utilize the guide prior to public speaking engagements, testimony before legislative bodies, and any sort of communication with the community.

Key Messages and Proof Points

On average more than 150 vehicles are being added to the highways/roads in our MPO region (Bexar, Comal, and Guadalupe Counties plus City of Boerne) every day.

- In 2014, motor vehicle registrations in our MPO region totaled 1,856,960, up from 1,800,559 in 2013 for a difference of 56,401 – almost the size of New Braunfels in a year. Divided by 365 days per year, that is 154.5 vehicles per day. (Texas Department of Motor Vehicles)

If we don't invest more in our transportation infrastructure, drivers in our region will suffer from the kind of traffic that motorists in Dallas, Houston and Austin have historically dealt with.

- Currently, 7 of the state's 100 most congested road corridors are in Bexar County, including segments of I-10, I-35, I-410, US 281, and SH 16/Bandera Road. (TxDOT)
- Ten (10) San Antonio projects are included in a list of "top 100 most needed projects in Texas" released by The Road Information Project (TRIP) in April 2015.
- Traffic congestion is growing and impacts our entire region: I-35 from south of downtown San Antonio to New Braunfels; Loop 1604 on the west, north, and east sides of San Antonio; US 281 North; I-10 North, I-37 South; SH 46; and many others.
- With the Eagle Ford Shale, Toyota, and Texas A&M University – San Antonio, the southern portion of our region is rapidly growing without the infrastructure to sustain this growth.
- Corporations, as well as the military, bring jobs and economic growth to San Antonio in part because of our infrastructure. Rising congestion puts this at risk.

If we don't make the necessary investments, our existing roads will have to serve us for the next 26 years as we add 1.4 million residents. This is the equivalent of absorbing nearly two cities the current size of Austin.

- By 2040, San Antonio's regional population will grow to 3.4 million residents from 1.99 million in 2010. This is the current expanded MPO region consisting of Bexar, Comal, and Guadalupe Counties plus the City of Boerne.

- In December 2014, the Transportation Policy Board of the Alamo Area MPO approved its updated twenty-five year plan for the region *Mobility 2040*. While the plan does include about \$1 billion in new highway projects from projected Proposition 1 and STP-MM dollars, more than \$10.4 billion in needed highway and major arterial projects failed to make the cut due to funding constraints.
- In addition, *Mobility 2040* contains more than \$5 billion in managed lane projects along portions of US 281, Loop 1604, IH 10, SH 151, IH 35, and IH 37 to be funded primarily by tolls for the new added capacity unless an equivalent amount of additional non-toll revenue can be identified.
- TxDOT officials have recently indicated a statewide funding shortfall of at least \$5 billion per year - \$3 billion for new capacity, \$1 billion for system preservation, and \$1 billion for the energy sector. The recent passage of Proposition 1 is expected to provide only one quarter of that total need.
- With the existing gas tax largely devoted to preserving the existing highway system and ongoing debt service, new revenue sources will be needed.

To remain competitive for limited state transportation dollars, San Antonio must invest more local and non-traditional resources.

- Most major highway projects in our state are being funded through “non-traditional” revenues including tolls, managed lanes, and various forms of local contributions to projects.
- TxDOT’s 2013-2024 statewide plan (UTP) lists \$7.3 billion in “non-traditional” project funding (Category 3) versus just \$1.7 billion in “traditional” funding for added capacity highway projects (Category 2) – a four to one ratio.
- Houston, Dallas, Fort Worth, and Austin have built hundreds of miles of managed and tolled lanes in recent years making use of non-traditional sources of revenue.
- Our region is now poised to make similar investments. On January 6, 2014 a \$825 million package of non-toll and tolled managed lane improvements along portions of US 281 N, Loop 1604 W, and IH 10 N was announced by TxDOT, County, City, Alamo RMA, VIA, and MPO leaders. The funding package includes a combination of traditional and non-traditional funding approaches (toll revenue, local vehicle registration fees, local government bond proceeds, etc.)

What is the impact of congestion on your life? What is your time worth to you?

- The average resident in our region loses 38 hours per year sitting in congestion at a cost of \$1,780 per year resulting from lost time, higher vehicle operations costs, and traffic accidents. (TRIP, April 2014)
- San Antonio ranks 26th in the nation for the worst traffic. Austin is 3rd – we are headed in that direction if we don’t act now. (TTI, 2012 – Update expected later in 2015)
- How much are you willing to pay to be home for dinner? On time to a job interview? To get your kids to their afterschool activities? Etc....

There are solutions available to us, including:

- End or phase out legislative diversions from the state highway fund
- Dedicate of all or portion of vehicle sales tax to transportation.
- Increase/index state vehicle registration fee
- Increase/index state motor fuels tax