



Overview

The San Antonio Mobility Coalition is a non-profit corporation organized in 2001 to advocate for highway, street, transit, and freight rail funding for the greater San Antonio region. SAMCo members include Bexar County, the City of San Antonio, VIA Metropolitan Transit, the Alamo Area MPO, the Alamo RMA, AACOG, major San Antonio headquartered corporations, chambers of commerce, the transportation construction and supply industry, the real estate development community, the financial sector, consulting engineers and other interested organizations.



The coalition was established in order to alleviate congestion, compete for funding with other Texas regions, and address significant transportation funding shortfalls statewide and in the greater San Antonio region.

Since its inception, SAMCo has advocated in Austin and Washington, DC for new transportation funding tools and approaches; actively supported efforts to develop the Loop 1604, US 281, IH 35, IH 10, Wurzbach Parkway, SH 130 and other projects; encouraged various local bond programs; helped secure funding and approval for VIA Primo; organized delegation presentations before the Texas Transportation Commission and various legislative committees; and hosted a quarterly leadership luncheon series on emerging transportation funding topics.





Overview Continued...

Since 2004, the SAMCo Partnership has successfully advocated for more than \$6 billion in new or accelerated funding for transportation projects in the region. Key milestones include:

2004	\$620 million — Voters approve 1/4 cent sales tax for transportation projects (ATD). Amount based on revenue generated through 2017.
2005	\$418 million — Highway expansion package leveraged by ATD for projects along IH 35, IH 10, Loop 410, Bandera, Blanco & Culebra Roads
2006-2007	\$307 million — Voters approve City of San Antonio bond program \$30 million — Federal appropriations secured for 7 local projects
2008-2009	<u>Federal Stimulus (ARRA) and Proposition 12 Bonds</u> \$156 million — US 281/Loop 1604 (4 non-toll direct connectors) \$130 million — Wurzbach Parkway (final three project phases) \$32 million — 36th Street (Port SA); US 281 Super Street, etc.
2011-2012	\$340 million — Voters approve City of San Antonio bond program \$178 million — Projects funded from Proposition 12 bonds (2011 legislative session)
2013	\$271 million — Texas Legislature authorizes \$10.00 optional Vehicle Registration Fee for Bexar County/Alamo RMA. Since applied to 14 projects totaling \$271 million.
2014-2015	\$228 million — US 281 N (Segment 1) — TxDOT, ATD, CoSA funding \$187 million — Loop 1604 (Culebra — US 90) — ATD, Bexar County VRF funding \$135 million — I 10 (Dominion — Fair Oaks); I 410/SH 151 — Proposition 1 \$82 million — Loop 1604 (Bandera — Culebra) — Proposition 14, ATD
2016	\$110 million — US 281 N (Segment 2 — ROW) — Proposition 1/Diversions \$90 million — US 90/I 410 Interchange — Proposition 1/Diversions \$70 million — I 10 (Loop 1604 — FM 3351) — TxDOT — Category 12
2017 & beyond	\$2 billion plus — Estimated new funding for Alamo Region from Proposition 7, Proposition 1, and ending diversions. Includes \$709 million for 11 projects approved by the Texas Transportation Commission in March 2017, and \$1,435 million for 6 projects added in 2018 to our region's 10-year plan (MTP) including \$720 million for I-35 North. \$584 million — Voters approve City of San Antonio bond program



2019 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 86th legislature to address these overall goals:

86th SESSION

Preserve Existing Revenue Streams and Funding Approaches:

- Support continued full funding and implementation of Propositions 1 and 7. Support the removal of related sunset provisions for both propositions. Support clarifying language which more clearly defines the Proposition 1 “sufficient fund balance” requirement.
- Support continued policy of non-diversion of revenue from the State Highway Fund to non-transportation programs. Urge consideration of a Constitutional Amendment to prevent such diversions in the future.
- Support continued availability of tolling options for the delivery of major added-capacity projects.
- Support a fair and balanced eminent domain process that protects landowners’ rights, and ensures fair compensation and awards based on true market valuations while also allowing governmental entities the ability to efficiently and expeditiously deliver critical infrastructure projects without unreasonable financial and legal burdens.

Support Potential New Sources of Revenue:

- Support legislation to invest a portion of the state’s Economic Stabilization Fund (i.e. Rainy Day Fund) and dedicate those earnings for critical transportation infrastructure.
- Support any bill, appropriation, or rider that increases dedicated transportation revenue.
- *Note: Reserve one or more planks on transit for funding options to be pursued by VIA and other supportive entities that may involve legislation.*

Proposed Interim Legislative Studies (2019–2020):

- Assess the magnitude of the statewide transportation funding gap over the next 10 to 25 years through a renewal of the 2030 Commission effort or similar initiative.
- To prevent further decline in generated revenue for transportation infrastructure, explore the impacts of modernizing the motor fuels taxes (gasoline and diesel) and registration fees, and broadening the existing fee structure to capture vehicles not currently contributing to transportation-related revenue.

**Note: List is not prioritized and is subject to modification and addition.*



Legislative Agenda Continued...

Enacted State Legislation Supported by SAMCo (Previous Sessions):

2017 Legislative Session

- Successfully advocated for continued funding of Propositions 1 and 7 and continuation of policy of no diversion of the State Highway Fund dollars.

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.]
- 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.



Membership

ABOUT US/HOW TO JOIN

For member information, contact:
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2019 SAMCo OFFICERS

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Jonathan Gurwitz
Chair Elect
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Vice Chair
Tara Snowden

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Secretary
Cristina Aldrete
Immediate Past Chair
Ray Lopez

SAMCo's advocacy has helped generate more than \$6.175 billion in new and/or accelerated funding for the Alamo Area MPO Region since 2001.

SAMCo MEMBERS AND PARTNERS

AGC of Texas	Civil Engineering Consultants	Levy Company	San Antonio Hispanic Chamber of Commerce
Alamo Area Council of Governments	CivilCorp	LJA Engineering	Sanchez-Salazar & Associates
Alamo Area MPO	CivilTech Engineers	LNV Engineering, Inc.	Security Service Federal Credit Union
Alamo Cement Company	Cobb Fendley & Associates	Locke Lord LLP	SH 130 Concession Company
Alamo Regional Mobility Authority	CP&Y	Lockwood Andrews & Newnam, Inc.	South San Antonio Chamber of Commerce
American Council of Engineering Companies, San Antonio	CPS Energy	Lone Star Paving	Structural Engineering Associates, Inc.
American Structurepoint	Dannenbaum Engineering Corporation	Martin Marietta	Sundt Construction
Arias Geoprofessionals	Double Diamond Transport LLC	Medical Center Alliance	SWBC
Associated Supply Company	Foster CM Group	Michael Baker International	Terracon
Austin Bridge & Road	Freese & Nichols	New Braunfels EDC	The Rios Group
Bain Medina Bain, Inc.	Frost Bank	North San Antonio Chamber of Commerce	Unitech Consulting Engineers, Inc.
Barshop & Oles	Fugro Consultants, Inc.	Pape-Dawson Engineers, Inc.	Union Pacific Railroad
Bexar County	Gonzalez de la Garza	Parsons	VIA Metropolitan Transit
BNSF Railway	Greater Austin-San Antonio Corridor Council	PAVLOV Advertising	Vickrey & Associates
Bracewell LLP	Half Associates	Port Authority of San Antonio	Vulcan Materials Company
Broadway Bank	HDR Engineering	Poznecki-Camarillo and Associates, Inc.	West San Antonio Chamber
Brooks	HNTB	R.L. Worth & Associates	Williams Brothers Construction
Brown & Gay	HOLT CAT	Raba-Kistner Consultants, Inc.	Winstead PC
CDS Muery	IDCUS Inc.	Real Estate Council of San Antonio	WSP
Cemex	International Bank of Commerce	RPS	Zachry Corporation
City of Boerne	Jackson Walker LLP	RS&H	
City of Live Oak	Jacobs	RSM.US	
City of San Antonio	Jones & Carter	San Antonio Chamber of Commerce	
City of Seguin	KGBTexas Communications		



Membership Continued...

ENTITIES/PROJECTS/PROGRAMS SUPPORTED BY SAMCO

SAMCO supports funding for transportation projects being developed by the following entities:



AACOG The Alamo Area Council of Governments is a voluntary association of member municipalities and counties served through planning, information, and coordination programs since 1967. In 2010, AACOG established the Alamo Regional Transportation Steering Committee, which serves as the policy board for regional transportation coordination activities in the Alamo Region. AACOG is also the lead agency for the Alamo Regional Rural Planning Organization, a committee of elected officials in the rural areas within the AACOG service area who identifies transportation priorities and provides recommendations to the Texas Department of Transportation regarding funding. AACOG also operates Alamo Regional Transit, a public transportation service operating in the 12 rural counties of the Alamo region. For more information, visit www.aacog.com.



ALAMO AREA MPO The AAMPO Transportation Policy Board leads efforts in providing transportation policy and planning guidance for the region. The Transportation Policy Board (TPB) is the Alamo Area Metropolitan Planning Organization's (MPO) board of directors. The TPB is comprised of fourteen elected and seven appointed officials representing the Advanced Transportation District, Bexar County, Comal County, City of Boerne, City of San Antonio, City of Seguin, Guadalupe County, Greater Bexar County Council of Cities, Northeast Partnership, Texas Department of Transportation, and VIA Metropolitan Transit. For more information, visit www.alamoareampo.org.



ALAMO REGIONAL MOBILITY AUTHORITY The Alamo RMA through local transportation partnerships leverages funding to develop and provide for a system of added-capacity projects in Bexar County to accelerate congestion relief and provide motorists with additional choices in daily commutes. Key corridors include US 281, Loop 1604, IH 10, and IH 35. In late 2015, the Alamo RMA together with Bexar County entered into a partnership to bring forward 15 key transportation projects within the next 10 years. For additional information, visit www.bexar.org/339/Alamo-Regional-Mobility-Authority.



BEXAR COUNTY Bexar County is a key partner in the development of pass-through funding agreements with state transportation officials and the Alamo RMA to advance projects along Blanco Road, Culebra Road, FM 1957 (Potranco Road), SH 211 (Hill Country Parkway), and Loop 1604 to IH 10 East. The County also operates and maintains over 1,200 miles of dedicated public roads and rights of way. For more information, visit inf.bexar.org.



BROOKS Brooks, formerly Brooks Air Force Base, is a mixed-use development on 1,308 acres of land situated on San Antonio's south side where residents can live, work, learn and play. www.livebrooks.com.



CITY OF SAN ANTONIO In January 2014, Transportation & Capital Improvements was created by joining together the former Public Works and Capital Improvements Management Services Departments. This department contains a work-force of over 800 employees dedicated to meeting the infrastructure needs of the City of San Antonio. For additional information, visit www.sanantonio.gov/TCI.



PORT SAN ANTONIO Port San Antonio is a master-planned, 1,900 acre aerospace, industrial complex and international logistics platform. Created from the former Kelly Air Force Base, Port San Antonio is approximately equidistant from the East and West coasts of the United States and at the center of the NAFTA Corridor between Mexico and Canada. The entire development is designated as a Foreign-Trade Zone. For more information, visit www.portsanantonio.us.



TXDOT SAN ANTONIO DISTRICT The San Antonio District plans, designs, builds, operates and maintains the state transportation system in the following counties: Atascosa, Bandera, Bexar, Comal, Frio, Guadalupe, Kendall, Kerr, McMullen, Medina, Uvalde and Wilson. <http://www.txdot.gov/inside-txdot/district/san-antonio.html>.



VIA METROPOLITAN TRANSIT VIA connects our community to opportunity, supports economic vitality, and enhances quality of life throughout our region. VIA, recognized by the Texas Transit Association in 2018 as the Outstanding Metro Transit Authority of the year, serves 14 member cities and the unincorporated areas of Bexar County, operating seven days a week on 92 routes. Last year, VIA provided nearly 40 million rides across the region. VIA's AAA bond rating reflects the organization's sound management and financial practices. For more information, visit VIAinfo.net. Follow us on Facebook, Twitter, and Instagram.