



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.