



**SAN ANTONIO MOBILITY
COALITION, Inc.
(SAMCo)**

**2007
Legislative Agenda**

**Adopted by the SAMCo Board of Directors
September 11, 2006**

1. Protect all transportation resources and revenues and the authority and flexibility achieved with HB 3588 and other transportation bills enacted by the 78th and 79th Texas Legislatures.

Background: Through HB 3588, the 78th Texas Legislature provided a series of new funding tools to expedite transportation projects to relieve congestion. These new funding tools include authority to establish Regional Mobility Authorities (RMA's), state participation in toll equity, the Texas Mobility Fund, and Proposition 14 bonding. According to the "Report of Progress" for the Texas Metropolitan Mobility Plan, these tools have added more than \$12 billion in new funding to an anticipated base of \$68 billion from traditional funding sources projected by 2030. On a statewide basis, the new tools will allow 88 percent of mobility projects planned for the next 12 years to be built in half the time. In San Antonio, the new tools have resulted in \$1.7 billion in additional projects to the MPO's transportation plan to date.

2. Enable the motor fuel tax to increase with growth in the economy by indexing it to the consumer price index or an appropriate construction cost index.

Background: This proposal would enable the revenue from the motor fuel tax to grow with inflation in order to stabilize the purchasing power of transportation's single largest revenue source. The cost of providing roadway maintenance and construction rises incrementally with inflation. Indexing the tax to the CPI or an appropriate construction index would enable the revenue that funds these services to grow with inflation. Since 1991, when the motor fuel tax was last raised from \$.15 to \$.20, inflation has eroded the current value of the gas tax down to \$.14 cents per gallon – this as highway construction costs continue to escalate at about 10-15 percent annually.

3. Support efforts to capitalize (from General Revenues) the Texas Rail Relocation Fund, authorized by voters in November 2005, to provide for relocation of existing rail traffic in metropolitan and urbanized areas. Ensure that any state funds provided for rail relocation efforts are distributed on a proportional basis to major metropolitan areas and that existing transportation funds are not diverted.

Background: San Antonio and other major urban areas in Texas are developing plans to relocate existing rail lines away from crowded urban areas in order to enhance safety, increase freight and commuter rail capacity, reduce toxic spills, improve air quality, reduce 18-wheeler truck traffic on Texas highways, and spur economic development. As these plans are developed, a combination of federal, state, local, and private sector funding will be needed to implement these plans. At least \$200 million should be allocated annually from General Revenues for this purpose, an amount that would capitalize about \$2 billion in bond funding. To date, TxDOT has identified \$17 billion in potential rail relocation projects in major urban areas, including an estimated \$2-3 billion in the San Antonio region.

4. Reduce diversions of state transportation revenues (both constitutionally-dedicated and appropriated funds) to non-transportation uses.

Background: In 1987, state leadership began to transfer transportation funds to other areas of the state budget, with little regard for the long-term impact. Ignoring population growth projections, state government continued that practice, resulting in poor planning decisions. Over the past twenty years, \$10.5 billion has been transferred from transportation needs to other areas of the state budget. In FY 2006, the diversions totaled \$729 million.

5. Empower metropolitan areas to establish new local revenue sources to fund transportation improvements.

Background: Metropolitan regions in Texas need the authority to generate resources for increased investment in transportation infrastructure in order to slow or stop the rise in roadway congestion. This proposal would authorize regional entities (RMA's, RTA's, and Urban Counties) to establish new local revenue sources to address transportation issues. Potential new local revenue sources would include a general sales tax, motor fuels sales tax, motor vehicle sales tax, motor fuels excise tax, a motor vehicle registration fee, and/or an increase in the sales tax cap for cities. The rate of any new fees or taxes should be left to the determination of regional voters and the proposing entity. The authority should be broad, enabling the proposing entity and its voters to decide the particular fee/tax and the rate. Permissible uses of these new revenues should include any and all transportation modes.

6. Air Quality - Continue support for air initiatives.

Background: 1.) Continue support for Air Quality Planning in the San Antonio region by state and federal agencies; 2.) TERP (Texas Emissions Reduction Program) grants have provided more local reductions of oxides of nitrogen, a principal component of ground-level ozone, than any other emission reduction measures implemented under the Early Action Compact in the San Antonio region. It is important to provide funding for grants for emissions-reducing equipment, which has provided this success, and to assure an equitable access to TERP funding for the San Antonio region.

7. Support legislation that protects funding for Metropolitan Transit Authorities (MTAs) and Advanced Transportation Districts (ATDs).

Background: Sales tax serves as the primary funding source for MTAs and ATDs. In 1977, Bexar County voters approved a one-half cent sales tax to fund the creation of an MTA to provide public transit services for the greater San Antonio / Bexar County area. In 2004, San Antonio voters approved a one-fourth cent sales tax to fund the creation of an Advanced Transportation District. Revenue from the ATD is divided between VIA Metropolitan Transit, the City of San Antonio, and TxDOT, and is being used to improve and enhance transportation initiatives in the San Antonio area. Protection of this funding source is critical as these agencies move forward with transportation improvements.

8. Support legislation that allows for the efficient operation of Bus Rapid Transit (BRT).

Background: The Bus Rapid Transit project is an element of VIA Metropolitan Transit's Comprehensive Service Plan. This alternate mode of transit is slated to operate on the Fredericksburg Road corridor, connecting San Antonio's two major employment centers, the downtown central business district and the Medical Center. BRT will provide reliable, efficient transportation using exclusive right of way where feasible, queue jumps and off-board fare collection. Legislation will be needed to allow for the safe and efficient operation of BRT to include penalties for unauthorized use of dedicated rights of way and queue-jumping.

Texas Legislature - Bexar County Delegation

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San Antonio Mobility Coalition, Inc.
Transportation Solutions for an Improved Quality of Life

Purpose:

To identify and advocate multi-modal transportation solutions for the San Antonio Metropolitan Area.

Goals:

1. Utilize all available resources toward leveraging additional local, state, and federal transportation funds.
2. In partnership with appropriate government and business entities, identify and coordinate transportation infrastructure improvements for the San Antonio Metropolitan Area.
3. To publicize that adequate and sustained local (including private sector donations), state and federal funds are essential for improved mobility.
4. To develop broad base support for transportation system improvements.

San Antonio Mobility Coalition, Inc.

Membership

Alamo Area Council of Governments
Alamo RMA
ARCADIS
Bain Medina Bain, Inc.
Bexar County
Broadway National Bank
Capitol Aggregates
Cemex, Inc.
Chiang Patel & Yerby, Inc.
Civil Engineering Consultants
CPS Energy
Dannenbaum Engineers Corporation
Free Trade Alliance San Antonio
Freese & Nichols, Inc.
Fugro Consultants, LP
HDR Engineering, Inc.
HNTB Corporation
Huitt-Zollars, Inc.
Klotz Associates, Inc.
Lockwood Andrews & Newnam, Inc.
Loeffler Tuggey Pauerstein Rosenthal LLP
Martin Marietta Materials SW
Metropolitan Contracting Company
Pape Dawson Engineers, Inc.
Pate Engineers, Inc.
Port Authority of San Antonio
Raytheon Corporation
Raba-Kistner Consultants, Inc.
SA Council of Engineering Companies
Structural Engineering Associates, Inc.
TEDSI Infrastructure Group, Inc.
The North SA Chamber of Commerce
The South SA Chamber of Commerce
Unintech Consulting Engineers
URS Corporation
VIA Metropolitan Transit
Vulcan Materials SW Division
Wells Fargo Bank
Winstead Sechrest & Minick P.C.
Zachry Construction Corporation

Alamo Cement Company
Arias & Associates, Inc.
Austin/San Antonio Corridor Council
Barshop & Oles Company
BNSF Railway
BSCI, Inc.
Carter & Burgess, Inc.
CH2M Hill
City of San Antonio
Clark Construction of Texas, Ltd.
Cox, Smith & Matthews
Drash Consulting Engineers, Inc.
Flasher Equipment Company
Frost Bank
Half Associates, Inc.
HEB Grocery Company
HOLT CAT
Jacobs
LNV Engineering, Inc.
Locke Liddell & Sapp, LLP
LOPEZGARCIA GROUP
Medical Center Alliance
Padgett, Strateman, & Co., L.L.P.
Parsons Brinckerhoff
PBS&J Corporation
Professional Engineering Design Group
R.L. Worth & Associates, Inc.
Real Estate Council of San Antonio
SAMCO Capital Markets
Shelton & Valadez, P.C.
The Greater SA Chamber of Commerce
The SA Hispanic Chamber of Commerce
Turner Collie & Braden, Inc.
Union Pacific Railroad
USAA
Vickrey & Associates, Inc.
Washington Group International
Williams Brothers Construction Co.
Witte Museum



“Transportation Solutions for an Improved Quality of Life”

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