



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

**2009
Federal and State Issues
Agenda**

**Adopted by the SAMCo Executive Committee
April 14, 2008 and July 14, 2008**

San Antonio Mobility Coalition, Inc.

The San Antonio Mobility Coalition, Inc. (SAMCo) is a non-profit corporation organized in 2001 to identify and advocate multi-modal transportation funding solutions for the San Antonio Metropolitan Area. Funded by both public and private entities, SAMCo members include the Alamo RMA, Bexar County, the City of San Antonio, VIA Metropolitan Transit, 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 and individuals. SAMCo's advocacy has helped generate more than \$1 billion in new and/or accelerated funding for transportation projects in our region over the past six years

Since its founding, SAMCo has advocated in Austin for new transportation funding tools and approaches; supported the Alamo RMA in its efforts to develop a toll lane system along portions of Loop 1604 and US 281; helped secure funding and approval to expedite delivery of Bus Rapid Transit (BRT) and Commuter Rail services; advocated for rail relocation and safety programs; organized delegation presentations before the Texas Transportation Commission, Congress, and various legislative committees; and hosted community forums and luncheons on emerging transportation topics.

Process for Development of State and Federal Policy Statements

All policy statements contained herein were developed through a three-step approval process that included review by the SAMCo State/Federal Working Group (45 representatives from all of the public and private sector entities listed above), review by the SAMCo Board of Directors, and final review and approval by the SAMCo Executive Committee.

San Antonio Transportation Funding Challenges

The following is a brief bullet point summary of the funding challenges and shortfalls currently faced by the San Antonio/Bexar County MPO region:

- \$7.47 billion – San Antonio's unfunded added capacity needs to 2030
- \$18.9 billion – SA's total funding gap, including highway, rail, bike/ped, reconstruction, etc.
- \$419 million – Projects recently removed from 2009-19 MPO plan due to state/federal cuts
- \$216 million – SA's Category 2 funds projected for 2009-2019 (US 281/Loop 1604 equity)
- \$21.6 million – Cat 2 average per year (2009-2019); versus \$164 million average (2004-8)
- No funding currently for non-toll, military, economic development, medium & small projects
- No funding currently for rail relocation (\$2-3B), commuter rail, light rail, BRT extension, etc.
- Population projected to grow from 1.39 million (2000) to 2.75 million (2040)
- No new added capacity projects expected after 2004-8 projects completed, except 281/1604
- No funding to address many growing corridors in all parts of San Antonio/Bexar County
- Proposed new formula reduces SA's share of Cat 2 funding from 11.159% to 9.772%
- US 281 and Loop 1604 – in delay due to environmental lawsuit

STATE ISSUES

1. Enable counties or groups of counties to fund essential transportation projects from a series (or menu) of local transportation funding options subject to voter approval through a referendum process.

Background: All of the major urban areas in Texas as well as many smaller urban and rural areas continue to face significant transportation funding shortfalls, even with aggressive implementation of various new funding tools provided by the legislature in recent years. Mobility coalitions in several regions are advocating for enabling legislation that would allow individual counties or groups of counties to choose from a broad range of available options to generate funding for transportation projects, including rail, transit, bus, highway, arterial, bridge, right of way, and financial costs. Local funding options under discussion include a vehicle registration fee, a new-resident vehicle registration fee, a safety inspection fee, a sales tax on retail gasoline sales, a local option sales tax, or other options that may be developed. Each county or urban area of the state would be able to select from such a menu the funding option or options best for their region, subject to voter approval through a referendum on a specific implementation plan that would detail projects, costs, and schedule. Any revenue raised would be controlled and spent locally on projects specifically benefiting the local community and/or region. *Note: Please refer to the July 14, 2008 SAMCo memorandum outlining this proposal in greater detail.*

2. Authorize \$5 billion in Proposition 12 general obligation bonds to provide funding for highway improvement projects.

Background: On November 6, 2007, Texas voters approved by a margin of 63 to 37 percent a constitutional amendment (Proposition 12) providing for the issuance of general obligation bonds by the Texas Transportation Commission in an amount not to exceed \$5 billion to provide funding for highway improvement projects. The bonds are to be backed from the state's general revenues rather than from gasoline taxes. The amendment was proposed by unanimous votes in both the House and Senate (S.J.R. 64). Before bonds can be issued and any funding allocated to transportation projects, authorization is required by the Texas Legislature. Approval of the bonds will help alleviate a substantial long-term shortfall of funding for added-capacity projects in our state resulting from a combination of federal rescissions, diversions of transportation funding, rapidly rising construction costs, and reallocation of mobility funds to maintenance and reconstruction. One potential use of the bond proceeds would be to restore funding for the state's pass-through program which leverages traditional state funding with local project financing.

3. Eliminate diversions of state transportation revenues 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, more than \$10.5 billion has been transferred from transportation needs to other areas of the state budget. In the most recent biennial budget, more than \$1.6 billion is diverted to other programs. To prevent further erosion of transportation funding resources, the diversions should be eliminated by gradually rolling them back as future funding allows.

4. 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 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. Indexing the motor fuel tax will help prevent further erosion in the purchasing power of this primary source of funding for maintenance, reconstruction, and expansion of the state's highway network.

5. Recapitalize the Texas Mobility Fund

Background: The revenues currently allocated to Texas Mobility Fund 356 will be fully committed to funding annual debt service obligations in 2009, which means no new project funding until TMF356 receives a new injection of revenue. Bills filed but not adopted last session provide a good model to recapitalize the mobility fund. These include HB 422 (Phillips) and SB 126 (Carona) which make technical revisions to facilitate Texas Mobility Fund administration and debt issuance, and move approximately \$290 million from the General Revenue Fund to the Texas Mobility Fund – revenues associated with motor vehicle rental taxes and aviation sales, use, and franchise taxes and revenues from fees and penalties associated with certificates of title, motor carrier permits and registrations, salvage dealers licenses, vehicle storage facility licenses, personalized license plates, and driving safety courses.

6. Toll Projects – Continue to support local right of first refusal for toll projects.

Background: Support legislation and Transportation Commission policy that would: 1) continue authority of RMAs, HCTRA, and NTTA to have first option to finance, construct, operate, and maintain toll projects within their jurisdictions, and 2) continue to provide local toll entities access to TxDOT right of way and assistance in acquiring TxDOT right-of-way.

7. Support efforts to capitalize the Texas Rail Relocation Fund, authorized by voters in November 2005, to provide for relocation of existing rail traffic in metropolitan and urbanized areas.

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 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.

8. Mass Transit Legislative Issues

Background: Under development in consultation with VIA.

9. Air Quality Legislation/TERP

Background: Under development in consultation with AACOG.

FEDERAL ISSUES

1. Federal Transportation Funding/Reauthorization (2010 to 2015)

Background: The Federal Highway Trust Fund is expected to reach a negative balance by 2011, despite recent passage of a one year temporary funding measure by Congress. During the past two years, federal rescissions of transportation funding have cost Texas more than \$1 billion resulting in project cutbacks by local MPO's. In January of 2008, a two-year study released by the bi-partisan National Surface Transportation Policy and Revenue Commission suggested that \$225 billion a year will be required over the next 50 years to upgrade and maintain the federal government's share of infrastructure costs. Currently, the nation is only investing about 40 percent of that amount. The Commission recommends a combination of approaches for addressing the shortfall, including an increase and/or indexing of the federal gasoline tax, higher state gasoline taxes, tolling, and private sector solutions where possible.

We urge members of Congress and the Administration to reach agreement on a 2010-2015 transportation reauthorization bill that will:

- 1) Eliminate projected shortfalls in the Federal Highway Trust Fund
- 2) Increase investment in highways, freight rail, passenger rail (inner-city and local), and mass transit
- 3) Provide additional funding to reconstruct and upgrade aging infrastructure
- 4) Continue to reduce disparities between donor and non-donor states
- 5) Implement an appropriate mix of funding sources including increasing/indexing the federal gasoline tax, tolling, and private sector solutions where possible
- 6) Consolidation of existing federal programs and greater flexibility for state officials
- 7) As required in SAFETEA-LU, continue efforts to streamline the NEPA process

2. Fort Sam Houston Access – Support \$3.08 Million Appropriations Request for Rittiman/Harry Wurzbach Corridor Improvements

Background: In 2005, the Defense Base Realignment and Closure Commission (BRAC) recommended expanding Fort Sam Houston into the U.S. Military's premier medical training base and making it home to the Army's installation management and management of family support activities and community programs. According to a recent economic impact study, BRAC will have an economic impact in San Antonio of \$5.7 billion and support the employment of over 46,000 due to BRAC-related construction. After BRAC is completed in 2011, its impact will support the employment of over 11,000 additional people and provide a \$621 million economic impact. A recent San Antonio-Bexar County Metropolitan Planning Organization traffic study determined which projects would resolve traffic operation deficiencies resulting from anticipated BRAC growth. One of the two top priority projects identified (out of 14 projects considered) provides improvements in the Rittiman Road/Harry Wurzbach Corridor, with signal optimization throughout. For FY 2009, appropriations totaling \$3,080,050 are being sought for these Rittiman/Harry Wurzbach Corridor improvements. For the 2010-2015 transportation reauthorization bill, a wider range of transportation and infrastructure projects will be identified through a Growth Management Plan and a Joint Land Use Study which will be completed in 2008-2009.

3. Fort Sam Houston Access – Support \$1.191 Million Appropriations Request for IH 35 and George Beach Avenue Improvements

Background: The second of two top priorities identified to enhance Fort Sam Access (See Item 2) are improvements to IH 35 and George Beach Avenue consisting of: 1) extending the southbound right turn lane on the IH 35 frontage road to provide 450 feet of vehicle storage; 2) constructing a free-flowing southbound right turn lane on the IH 35 southbound frontage road; and 3) widening George Beach Avenue on the west side of the intersection as necessary to accommodate a free-flowing right turn lane. The IH-35/George Beach Improvements will provide critical direct access from the federal interstate highway to the Brooke Army Medical Center and other areas of the installation. It is anticipated that by 2012 the project will result in more than \$750,000/year in cost savings from avoided vehicle-hour delays.

4. 36th Street Extension/Port San Antonio – Support \$4.1 Million Appropriations Request for Phase IIIA

Background: The 36th Street Extension Project encompasses a 4.2 mile, four-lane trade corridor interconnecting major arterials and economic development projects. The 36th Street Extension will open valuable air field sites and building developments at Port San Antonio to aerospace and air cargo industries. The corridor, which this extension creates, will connect the emerging multi-modal logistics hub at Port San Antonio to five key interstates and highways. The project consists of five phases of construction. Phases I and II are fully funded and being implemented. Pass through financing is being sought for Phases IIIB, IV and V. Port San Antonio and its development partners, the City of San Antonio, San Antonio Water System, and City Public Service have committed over \$24 million or 73% of the total cost of Phase IIIA. Port San Antonio is requesting appropriations in the amount of \$4.1 million to bring the project to fruition.

5. Bus Rapid Transit (BRT) – Support \$7 Million Appropriations Request For Construction and Development

Background: The Bus Rapid Transit (BRT) project consists of enhanced bus service along Fredericksburg Road extending from the San Antonio Central Business District to the South Texas Medical Center for a distance of 8.7 miles, connecting two of San Antonio's major employment centers. BRT will provide exclusive right of way (where feasible), enhanced stations, real-time bus arrival information, signal priority, queue jumps, and very frequent service (headways of every 10 minutes or better) creating a more attractive transit service. The primary objectives of the BRT system are to reduce travel time and delays, increase schedule adherence, expand market share, and ultimately increase ridership of the transit system. The BRT project on Fredericksburg Road is an element of VIA Metropolitan Transit's Comprehensive Service Plan, which calls for a redesign of fixed route services system-wide. The project is authorized in SAFETEA-LU with a 20 percent local match. The FY08 transportation appropriations bill included \$4.9 million for Bus Rapid Transit.

6. Modernization of VIA's Bus Fleet and Bus Facility – Support \$8.9 Million Appropriations Request

Background: VIA Metropolitan Transit is requesting \$8,900,000 in 2009 appropriations for modernization of its maintenance facility, built in 1948, and for the upgrading and replacement of VIA's bus fleet with environmentally friendly and accessible vehicles, including the procurement of hybrid diesel/electric buses to more effectively move customers through the central business district. A portion of the requested funding will also be used to upgrade the farebox and fare collection system. As the community shifts its dependence from the automobile to public transportation, federal funding is needed to enable VIA to introduce technologies that provide the necessary service in an efficient and cost effective manner, and to properly maintain the fleet. The project is authorized in SAFETEA-LU, and VIA is committed to providing a twenty percent local funding match. The FY08 transportation appropriations bill included \$2.475 million for bus and bus facilities.

7. Austin-San Antonio Regional Inter-City Passenger Rail Project

Background: The Austin-San Antonio Inter-City Passenger Rail Project is an important priority in Central and South Texas to help alleviate congestion and safety problems on I-35 due to extraordinary population growth and NAFTA traffic. The locally preferred alternative is a 112-mile regional passenger rail system located in the existing Union Pacific rail corridor for most of its length. Fifteen stations are planned along the route, which is anchored by the Austin and San Antonio metropolitan areas with additional stations in Schertz, New Braunfels, San Marcos, Buda/Kyle, Round Rock, and Georgetown. The commuter rail operation will provide travel times competitive with, if not faster than, travel by automobile. A recent study projects an increase of \$20B in personal income over the next 30 years as a result of the economic development benefits of the project. The capital cost of the project is estimated at \$613M (2006 dollars), with an annual operating cost of \$41M (2006 dollars) for the full service plan. Commitments have been obtained from local MPO's for a portion of the funding. Federal funding goals for FY 2010-2013 include:

- a) \$5 million in FY10 appropriations for additional planning, engineering, environmental clearances
- b) Grant/loan funding for freight rail relocation program
- c) Grant/loan funding for Amtrak operational requirements
- d) Grant/loan funding for construction of commuter rail
- e) RRIF loan fund for commuter rail infrastructure
- f) Coordination between various DOT entities on project as Nationally Significant Corridor

Texas Legislature - Bexar County Delegation

TEXAS SENATE

The Honorable Carlos Uresti

TX Senate – District 19
2530 SW Military, Ste 103
San Antonio, TX 78224
(210) 932-2568; (210) 932-2572 FAX

The Honorable Judith Zaffirini

TX Senate – District 21
12702 Toepperwein Rd, Ste 214
San Antonio, TX 78233
(210) 657-0095; (210) 657-0262 FAX

The Honorable Jeff Wentworth

TX Senate – District 25
1250 NE Loop 410, Ste 720
San Antonio, TX 78209
(210) 826-7800; (210) 826-0571 FAX

The Honorable Leticia Van de Putte

TX Senate – District 26
700 N St. Mary's, Ste 1725
San Antonio, TX 78205
(210) 733-6604; (210) 733-6605 FAX

TEXAS HOUSE OF REPRESENTATIVES

The Honorable Trey Martinez-Fischer

TX House of Representatives – District 116
1910 Fredericksburg Rd
San Antonio, TX 78201
(210) 737-7200; (210) 737-6700 FAX

The Honorable David McQuade Leibowitz

TX House of Representatives – District 117
9107 Marbach Rd. Suite 111
San Antonio, TX 78203
(210) 372-0759; (210) 372-1405 FAX

The Honorable Joe Farias

TX House of Representatives – District 118
P O Box 2910
Austin, TX 78768
(512) 463-0714; (512) 463-1458 FAX

The Honorable Roland Gutierrez

TX House of Representatives – District 119
3319 Sidney Brooks, Building 510, Suite 2
San Antonio, TX 78234
(210) 532-2758 (210) 532-3830 FAX

The Honorable Ruth Jones McClendon

TX House of Representatives – District 120
403 South WW White, Ste 210
San Antonio, TX 78219
(210) 225-2107; (210) 333-7700 FAX

The Honorable Joseph Straus, III

TX House of Representatives – District 121
7373 Broadway, Ste 202A
San Antonio, TX 78209
(210) 828-4411; (210) 826-0567 FAX

The Honorable Frank Corte, Jr.

TX House of Representatives – District 122
2040 Babcock Rd, Ste 402
San Antonio, TX 78229
(210) 349-0320; (210) 349-0381 FAX

The Honorable Mike Villarreal

TX House of Representatives – District 123
1806 Blanco Rd
San Antonio, TX 78212
(210) 734-8937; (210) 734-0356 FAX

The Honorable Jose Menendez

TX House of Representatives – District 124
7121 Hwy 90 W, Ste 240
San Antonio, TX 78227
(210) 673-3579; (210) 673-3816 FAX

The Honorable Joaquin Castro

TX House of Representatives – District 125
6502 Bandera Rd, Ste 106
San Antonio, TX 78238
(210) 684-6896; (210) 684-6945 FAX

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

Purpose:

To identify and advocate funding for 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 Cement Company
Alamo RMA
ARCADIS
Arias & Associates, Inc.
Associated General Contractors of Texas
Bain Medina Bain, Inc.
Barshop & Oles Company
Bexar County
BNSF Railway
BOZADA
Bracewell & Giuliani
Broadway National Bank
Capitol Aggregates
Cemex, Inc.
CH2M Hill
Chiang Patel & Yerby, Inc.
City of San Antonio
Civil Engineering Consultants
Clark Construction of Texas, Ltd.
Cox, Smith & Matthews
CPS Energy
Dannenbaum Engineers Corporation
Earth Tech, Inc.
Flasher Equipment Company
Free Trade Alliance San Antonio
Freese & Nichols, Inc.
Frost Bank
Fugro Consultants, LP
Greater Austin/San Antonio Corridor Council
Half Associates, Inc.
HDR Engineering, Inc.
HNTB Corporation
HOLT CAT
HRM Consultants, Inc.
Huitt-Zollars, Inc.
Jacobs Carter Burgess
LNV Engineering, Inc.

Locke Lord Bissell & Liddell LLP
Lockwood Andrews & Newnam, Inc.
LOPEZGARCIA GROUP
Martin Marietta Materials SW
Medical Center Alliance
Padgett, Strateman, & Co., L.L.P
Pape Dawson Engineers, Inc.
Parsons Brinckerhoff
Pate Engineers, Inc.
PBS&J Corporation
Port Authority of San Antonio
Poznecki-Camarillo and Assoc., Inc.
R.L. Worth & Associates, Inc.
Raba-Kistner Consultants, Inc.
Real Estate Council of San Antonio
RJ Rivera Associates
SA Council of Engineering Companies
Structural Engineering Associates, Inc.
TCB/AECOM
TEDSI Infrastructure Group, Inc.
Terracon Consultants, Inc.
The Greater SA Chamber of Commerce
The North SA Chamber of Commerce
The SA Hispanic Chamber of Commerce
The South SA Chamber of Commerce
Tuggey Rosenthal Pauerstein Sandoloski Agather LLP
Unintech Consulting Engineers
Union Pacific Railroad
URS Corporation
USAA
VIA Metropolitan Transit
Vickrey & Associates, Inc.
Vulcan Materials SW Division
Wilbur Smith Associates
Williams Brothers Construction Co.
Winstead P.C.
Witte Museum
Zachry Construction Corporation



“Transportation Solutions for an Improved Quality of Life”

San Antonio Mobility Coalition, Inc.
13526 George Rd. #107
San Antonio, TX 78230

Victor M. Boyer
Executive Director
vboyer@samcoinc.org
(210) 688-4407 ext. 12
(210) 688-4507 FAX

Cassandra Miler
Administrative Director
cmiller@samcoinc.org
(210) 688-4407 ext. 11
(210) 688-4507 FAX