



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

**2005
Legislative Agenda**

**Adopted by the SAMCo Executive Committee
January 26, 2005**

1. Protect all transportation resources and revenues and the authority and flexibility achieved with HB 3588 and other transportation bills enacted by the 78th Texas Legislature. Support an increase in the \$3 billion cap for Texas Mobility Fund projects in the next biennium.

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 October 2004 "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 \$964 million in additional projects to the MPO's transportation plan.

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 this excise 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. If the motor fuel tax had been indexed to the CPI when the rate was raised from \$.15 to \$.20 in 1991, the effective rate (circa 2002) would be \$.2539 instead of \$.2000 and the annual revenue allocated to Fund 006 would be about \$2.6 million instead of slightly less than \$2.1 million.

3. 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. Permissible uses of these new revenues should include any and all transportation modes.

4. Reduce diversions of transportation revenues to non-transportation uses. Reallocate from the General Revenue Fund to the Texas Mobility Fund \$206 million in state highway user fees and taxes. Authorize an amendment to Article 8, Section 7-a of the Texas Constitution to limit the total amount allocated for policing of public roadways to \$300 million per annum.

Background: The Texas Metropolitan Mobility Plan clearly identifies a large gap between current transportation revenues and needs in Texas. Maintaining aging highway infrastructure throughout Texas and expanding the highway system for statewide connectivity and maintaining urban mobility requires far greater investment in transportation infrastructure than is possible with current transportation revenues. Therefore, it is no longer sound public policy to divert existing transportation revenues to non-transportation uses. The Texas Mobility Fund was established to bring new money into the transportation funding stream. State Highway Fund revenues may not be reallocated to the Mobility Fund. The 78th Texas Legislature allocated (beginning in FY 2006) \$233 million annually to the Texas Mobility Fund from motor vehicle inspection fees, driver license fees and driver record information fees, which previously had been allocated to the General Revenue Fund. The proposal now is to reallocate revenue from additional state highway user fees from the General Revenue Fund to the Texas Mobility Fund as reflected in the table below.

State Highway User Fee / Tax	FY 2003 GRF Revenue
motor vehicle registration fees	\$3,576,956
motor vehicle rental tax	\$149,118,366
motor vehicle certificates	\$26,110,626
special vehicle registration fees	\$18,189,509
commercial transportation fees	\$8,885,523
excess fines from speeding violations	\$108,433
total	\$205,989,413

Policing of public roadways is a legitimate use of transportation revenues, but the amount of state highway fund revenues now being allocated to the Department of Public Safety far exceeds the cost of performing the public roadway policing function. Ninety one percent of the DPS annual budget now comes from the state highway fund. DPS funding from Fund 006 has grown from \$109.6 million in FY 87 to \$445.6 million in FY04. Without a constitutional amendment limiting the amount of transportation revenues allocated to the public roadways policing function, there is nothing to ensure that the Legislature will not continue to fund other DPS functions from transportation revenues.

- 5. By constitutional amendment, direct all revenue from any future motor fuel tax increase to transportation and limit the portion dedicated to education to one-fourth (1/4) of the net revenue from the motor fuel tax up to but not exceeding twenty cents per gallon.**

With various plans for education finance reform under consideration, it is critical that traditional transportation funding sources – including any future increases or indexing of the state motor fuel tax – be reserved for transportation improvements.

- 6. Support the elimination of the statutory cap on the use of funds from the State Highway Fund for toll equity. As the state moves toward more toll roads in the future, such a cap may prove inflexible.**

Background: HB 3588 contains an \$800 million cap on the use of funds from the State Highway Fund for toll equity. TxDOT staff has proposed repeal of this provision in order to provide additional flexibility to accommodate a growing list of current and proposed toll projects from Regional Mobility Authorities.

- 7. Monitor/evaluate legislation that may be developed by the Texas Transportation Commission to provide for relocation of existing rail traffic in metropolitan and urbanized areas. Monitor/evaluate legislation to eliminate the monetary cap on the use of state funds for rail purposes. Ensure that any state funds provided for rail relocation efforts are distributed on a proportional basis to major metropolitan areas.**

Background: TxDOT staff has proposed that the department be granted clear authority to enter into contracts for rail relocation projects and that the Legislature provide funding to capitalize a rail relocation fund through which TxDOT may issue bonds. In a recently-adopted Legislative Appropriations Request (LAR), the department has asked for \$200 million in general revenue for this purpose. With rail relocation projects under consideration in several major metropolitan areas (including San Antonio) to address safety and operational issues, provision of the necessary authority and funding for the State's participation in these types of projects is critical.

- 8. Support legislation that would authorize TxDOT to provide a grant or loan to a Regional Mobility Authority (RMA) for start-up operating and administrative costs.**

Background: To support an RMA, TxDOT is currently limited to providing advance toll equity funding for expenditures directly related to the development of a toll project.

9. Monitor and support, when appropriate, legislation that would provide for uniform enforcement of toll violators.

Background: Currently Texas toll road entities operate under separate statutes with different enforcement authority for toll violators. The application of electronic toll collection system interoperability will support the application of consistent collection methods that will ensure that each entity receives the revenue for the use of their toll systems.

10. Support continued full funding for the next biennium for the Texas Emissions Reduction Plan (TERP) as it is now legislated and maintain the integrity of the TERP.

Background: TERP was created by the 77th Texas Legislature to assist air quality planning in the Houston-Galveston and Dallas-Ft. Worth areas. In addition, TERP was designed to assist Austin, San Antonio, and Tyler-Longview in complying with the terms of Early Action Compacts ("EAC") signed with EPA to meet the more stringent federal 8-hour ozone standard by 2007. TERP funding comes from a variety of revenue sources, all but one of which is set to expire at the end of FY 2008. Of the six separate revenue sources, the largest, nearly 70% is provided by a portion of vehicle title fees (\$20 out of \$33 fee for applicants in nonattainment areas and \$15 out of \$28 fee for applicants in all other areas of the state). Beginning in FY 2009, the statute provides for this vehicle title fee revenue to be deposited in the Texas Mobility Fund. Continued support for the TERP program, as it is current legislated, will benefit all of the regions of Texas participating in the program in order to clean their air. Some of the greatest voluntary pollution reduction efforts have been achieved through successful application for TERP funding. Support for this program has been provided by resolution of the Air Improvement Resources Executive Committee, comprised of representatives of Commissioners' Courts and City Councils of the largest metropolitan area in each of four counties in south central Texas; Bexar, Comal, Guadalupe and Wilson Counties.

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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 Cement Company
ARCADIS
Bain Medina Bain, Inc.
Bexar County
Capitol Aggregates
Cemex, Inc.
City of San Antonio
Civil Engineering Consultants
Dannenbaum Engineers Corporation
Free Trade Alliance San Antonio
Freese & Nichols, Inc.
Fugro South, LP
Halff Associates, Inc.
HEB Grocery Company
HOLT CAT
Klotz Associates, Inc.
Loeffler Tuggey Pauerstein Rosenthal LLP
Martin Marietta Materials SW Division
Metropolitan Contracting Company
Parsons Brinckerhoff
PBS&J
Raba-Kistner Consultants, Inc.
SA Council of Engineering Companies
San Antonio Water System
The Greater SA Chamber of Commerce
The SA Hispanic Chamber of Commerce
Turner Collie & Braden, Inc.
URS Corporation
VIA Metropolitan Transit
Vulcan Materials SW Division
Wells Fargo Bank
Winstead Sechrest & Minick P.C.
Zachry Construction Corporation

Arias & Associates, Inc.
Austin/San Antonio Corridor Council
Barshop & Oles Company
Broadway National Bank
Carter & Burgess, Inc.
CH2M Hill
City Public Service
Clark Construction of Texas, Ltd.
Drash Consulting Engineers, Inc.
Flasher Equipment Company
Frost Bank
Greater Kelly Development Authority
HDR Engineering, Inc.
HNTB Corporation
Huitt-Zollars, Inc.
Lockwood Andrews & Newnam, Inc.
LOPEZGARCIA GROUP
Medical Center Alliance
Pape-Dawson Engineers, Inc.
Pate Engineers, Inc.
R.L. Worth & Associates, Inc.
Real Estate Council of San Antonio
San Antonio River Authority
SBC
The North SA Chamber of Commerce
The South SA Chamber of Commerce
Unintech Consulting Engineers
USAA
Vickrey & Associates, Inc.
Washington Group International
Williams Brother's Construction Co., Inc.
Witte Museum



“Transportation Solutions for an Improved Quality of Life”

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