

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 18-066**

**APPROVING A LEGISLATIVE PROGRAM FOR ISSUES AND PROPOSALS  
AFFECTING THE MOBILITY AUTHORITY IN THE 86<sup>th</sup> TEXAS LEGISLATURE**

WHEREAS, the 86<sup>th</sup> Texas Legislature is scheduled to convene for the 2019 Regular Legislative Session at noon, Tuesday, January 8, 2019, and to adjourn on Monday, May 27, 2019; and

WHEREAS, action on legislation considered by the 86<sup>th</sup> Legislature can affect the powers, duties, and ability of the Mobility Authority to fulfill its statutory mission as a regional mobility authority existing and operating under Chapter 370 of the Texas Transportation Code; and

WHEREAS, the Board of Directors supports consideration and adoption by the 86<sup>th</sup> Legislature of legislation that addresses issues identified and supported by other regional mobility authorities throughout Texas, as well as issues that affect only the Mobility Authority, as set forth on the legislative program attached to this resolution as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors approves the legislative program set forth in Exhibit A to this Resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 11<sup>th</sup> day of December 2018.

Submitted and reviewed by:

  
\_\_\_\_\_  
Geoffrey Petrov, General Counsel

Approved:

  
\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors

**Exhibit A**

## **CTRMA Legislative Priorities 86th Texas Legislative Session**

The following is a list of priorities for the 86th Texas Legislative Session:

1. **Preserve and Clarify Existing Financing Tools:** Current statutory authority for regional mobility authorities (“RMAs”) provides tools which facilitate the efficient and economic development, financing, and operation of transportation projects under local control, including the ability to develop a system of projects to maximize financial resources. Any effort to restrict or remove those tools will undermine the ability of RMAs to deliver critical infrastructure projects. In addition, there has been some uncertainty as to the types of projects for which state funds may be utilized. The CTRMA will work to assure that its financing tools are preserved and, where necessary, seek clarity in statutory provisions regarding the use of funds for transportation projects.
2. **Customer Service:** Currently, electronic toll collection customer account information, including contact information and trip data, is confidential and not subject to disclosure under the Public Information Act. This precludes toll project entities from sharing information that would streamline customer service and toll collection efforts. The CTRMA supports efforts to allow toll project entities to share customer contact information for the limited purpose of improving customer service and toll collection and enforcement efforts.
3. **Strengthen Toll Enforcement Tools:** The CTRMA has adopted a habitual violator program which provides additional enforcement measures for toll violations of customers who repeatedly refuse to pay toll charges. The CTRMA supports legislation that would strengthen this program, including, potentially, a lower threshold for the number of toll violations needed to designate a user as a habitual violator and to require county tax assessor collectors to honor vehicle registration blocks of habitual violators.
4. **Optional Vehicle Registration Fee and Other Local Funding Options (TRZs):** Currently only five counties in Texas are permitted to impose an additional fee for the registration of a vehicle, not to exceed \$10, to fund long-term transportation projects in the county. The arbitrary limitation to only five counties precludes other areas of the state from taking steps to implement local funding solutions for their mobility issues. Provided that Williamson and Travis Counties desire to have this tool available, the CTRMA will support legislation that would allow either or both of the counties to impose this additional fee in the same manner as is available to the current five counties. Additionally, the CTRMA supports efforts to enhance the use of local funding tools such as Transportation Reinvestment Zones (“TRZs”) by counties, and will support legislation, including a constitutional amendment, if necessary, to clarify the ability of counties to form a TRZ and to pledge TRZ revenues (or allow an RMA to pledge TRZ revenues) to secure bonds to pay the cost of a transportation project.
5. **Improve TxDOT Approval Processes to Increase Efficiency:** Current law requires RMAs to seek TxDOT approval for numerous items related to project funding and development. While it is important to ensure adequate state oversight in the proper circumstance, seeking certain approvals has become increasingly cumbersome or is altogether unnecessary. For example, RMAs must seek Commission approval for a project that connects with the state highway system before beginning construction. The lengthy Commission-approval process is not appropriate for this level

of review which can be performed efficiently at the TxDOT staff level. Additionally, RMAs are precluded from applying for federal highway or rail funds without the approval of TxDOT. Recent actions to increase funding (Prop 1 and Prop 7) have included restrictions on the use of state-controlled funds for toll projects, thus making reliance on federal funding more important. The CTRMA should be allowed to pursue funds from federal sources without requiring the consent of TxDOT.

6. **Public-Private Partnership Authority:** Public-Private Partnerships (“PPPs”) are a method to fund and deliver projects as the use of state funding to support toll projects is becoming increasingly restricted. A PPP may be the most feasible way to finance and develop certain projects in central Texas, including I-35. The CTRMA supports authorizing the use of PPPs to enhance project delivery options and to provide increased access to existing and proposed federal funding programs.