

**CAMINO REAL REGIONAL MOBILITY AUTHORITY
BOARD RESOLUTION**

WHEREAS, the Camino Real Regional Mobility Authority (CRRMA) was created pursuant to the request of the City of El Paso and in accordance with provisions of the Texas Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et seq.* (RMA Rules);

WHEREAS, the Board of Directors of the CRRMA has been constituted in accordance with the Texas Transportation Code and the RMA Rules;

WHEREAS, the biennial session of the 83rd Texas Legislature shall convene in January, 2013 in which the Legislature may consider legislation relating to tolling, regional mobility authorities, transportation financing and other areas of potential interest to the CRRMA;

WHEREAS, CRRMA staff and consultants, after discussion and consultation with other similarly situated transportation entities of Texas, have developed a preliminary list of proposed legislative initiatives reflecting the interests and priorities of the CRRMA with regard to various legislative issues that may be considered by the 83rd Legislature; and

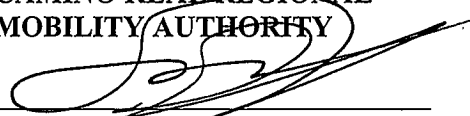
WHEREAS, the CRRMA Board believes that the proposed legislative initiatives are in the best interest of the CRRMA, the residents of El Paso and the surrounding region;

NOW, THEREFORE, BE IT RESOLVED BY THE CAMINO REAL REGIONAL MOBILITY AUTHORITY:

THAT the CRRMA hereby adopts the list of proposed legislative priorities attached hereto as **ATTACHMENT "A"** relative to the convening of the 83rd Texas Legislature.

PASSED AND APPROVED THIS 10TH DAY OF OCTOBER, 2012.

**CAMINO REAL REGIONAL
MOBILITY AUTHORITY**



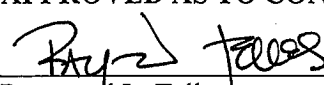
Ralph Adame, Vice Chair

ATTEST:



Susan A. Melendez, Board Secretary

APPROVED AS TO CONTENT:



Raymond L. Telles
Executive Director

ATTACHMENT "A"

CAMINO REAL REGIONAL MOBILITY AUTHORITY LEGISLATIVE PRIORITIES

The following is a list of priorities that the Camino Real Regional Mobility Authority (CRRMA) has identified as issues to be addressed during the 83rd Legislative Session:

1. **Toll Enforcement Remedies:** As newly constructed toll projects open to traffic, effective toll enforcement and collection is becoming an increasingly significant issue. While legislation passed last session gave the CRRMA the same enforcement powers as the North Texas Tollway Authority (NTTA), county toll road authorities, and TxDOT, these powers provide limited options to address the problem of chronic toll violators. The CRRMA, working with TxDOT, NTTA and other toll authorities, will support legislation to expand the currently available enforcement measures to include methods such as vehicle registration renewal block for chronic non-payment of tolls, enhanced penalties for use of toll facilities by chronic violators, and other potential remedies and deterrents. Further, enhanced remedies to address out-of-state (including international) violators are needed.

2. **Revolving Fund:** The concept of a revolving fund for transportation projects has been proposed in various forms during past legislative sessions, most recently as HB 3218 by Representative Larry Phillips during the 82nd Legislative Session. The CRRMA continues to support the creation of a revolving fund, either within the existing State Infrastructure Bank ("SIB") structure or as a separate, stand-alone fund. The revolving fund would serve to provide funding for a variety of purposes, including upfront project costs, a source of "gap" funding (i.e., the difference between bonding capacity and project costs), and as a possible credit enhancement tool, allowing the CRRMA to issue bonds to finance projects at more favorable rates. The CRRMA also supports creating a subaccount with this revolving fund which would only include state funds, allowing for local development of projects pursuant to the streamlined environmental review process implemented last legislative session.

3. **Transportation Reinvestment Zones:** Transportation Reinvestment Zones (TRZs) offer an important tool for generating local funding for projects. The TRZ statute was significantly improved during the 82nd Legislative Session through the passage of HB 563 by Representative Joe Pickett and certain provisions in SB 1420, bills which were strongly supported by the CRRMA. The RMA statute was also amended (by virtue of HB 1112) to include provisions making TRZs a viable tool for funding RMA projects. The CRRMA supports continued efforts to improve TRZs to facilitate further use of this valuable project financing tool, and will support legislation further clarifying the TRZ statutes to make implementation easier based on the actual experiences of the CRRMA in implementing and utilizing the various TRZs in the El Paso region.

4. **Increased Transportation Funding:** There is a dire need for increased funding for the state's transportation system. Some estimates indicate that there will be little or new funds available for new construction as early as 2014, and that all available funding will be needed for maintenance and rehabilitation. In addition to tools intended to enhance funding

ATTACHMENT "A"

capabilities (such as the SIB/revolving fund and TRZs), the CRRMA will support viable options to increase funding at the state or local level, including without limitation the dedication of vehicle sales tax revenues to the state highway fund.

5. **Project-Specific Concession CDA Authority:** In the 82nd Legislative Session, SB 1420 (the TxDOT Sunset bill) authorized certain projects to be developed as concession Comprehensive Development Agreement (CDAs). If supported by the local legislative delegation, we will seek to add potential concession CDA projects in the El Paso region to those already having CDA authority pursuant to the referenced legislation.

[END OF ATTACHMENT]