

**CAMINO REAL REGIONAL MOBILITY AUTHORITY  
BOARD RESOLUTION**

**WHEREAS**, the Camino Real Regional Mobility Authority (CRRMA) is a political subdivision of the State of Texas created in 2007 pursuant to the request of the City of El Paso in accordance with provisions of the Texas Transportation Code and other applicable rules;

**WHEREAS**, the biennial session of the 87<sup>th</sup> Texas Legislature shall convene in January, 2021 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 in Texas, have developed a preliminary list of proposed legislative priorities reflecting the interests and initiatives of the CRRMA with regard to various legislative issues that may be considered by the 87<sup>th</sup> Legislature; and

**WHEREAS**, the CRRMA Board believes that the proposed legislative priorities are in the best interest of the CRRMA and the residents and traveling public of the El Paso region and therefore desires to approve such proposed legislative priorities.

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

**THAT** the CRRMA’s Legislative Priorities for the 87<sup>th</sup> Texas Legislative Session, as more fully enumerated in EXHIBIT A, are hereby adopted.

**PASSED AND APPROVED THIS 14<sup>TH</sup> DAY OF OCTOBER 2020.**

**CAMINO REAL  
REGIONAL MOBILITY AUTHORITY**

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Joyce A. Wilson, Chair

**ATTEST:**

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Luis Rosas, Board Secretary

**APPROVED AS TO CONTENT:**

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Raymond L. Telles  
Executive Director

# EXHIBIT A

## CRRMA Legislative Priorities 87th Texas Legislative Session

1. **Preserve Existing Financing Tools:** Propositions 1 and 7 (passed by the voters in 2014 and 2015, respectively) have directed significant funding to transportation. Additionally, current statutory authority for regional mobility authorities (“RMAs”) provides tools which facilitate the efficient 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 divert funding dedicated to transportation or to restrict or remove financing and operation tools available to RMAs will undermine the ability to deliver critical infrastructure projects.

2. **Funding for the Wyler Aerial Tramway:** The Wyler Aerial Tramway is an important asset to the El Paso region. The Tramway, owned by the Texas Parks and Wildlife (“TPWD”), reached the end of its useful life expectancy and has not been in operation since 2018. Through the support of the El Paso legislative delegation, the CRRMA and TPWD made progress in the 86th Legislative Session toward securing the funding and statutory authority to update and upgrade the Tramway so that it can be reopened for public use. The CRRMA will support efforts to secure additional funding to allow for the reopening of the Tramway.

3. **Optional Vehicle Registration Fee and Other Local Funding Options (TRZs):** Currently only five counties in Texas, including El Paso County, 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. However, only two of these counties are permitted to increase the fee by an additional \$10 through an approval of the additional increase by a vote of county residents. The arbitrary limitation to only two counties precludes other counties from taking steps to implement additional local funding solutions for their mobility issues. In the event that El Paso County desires to pursue this tool, the CRRMA will support legislation that would allow the County to impose this additional \$10 fee through an approval of the additional increase by a vote of county residents.

Additionally, the CRRMA supports efforts to enhance the use of local funding tools. By way of example, the CRRMA supports Transportation Reinvestment Zones (“TRZs”) 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 debt to pay the cost of a transportation project.

4. **Public-Private Partnership Authority:** Public-Private Partnerships (“PPPs”) are a method to fund and deliver projects as the use of state funding to support some projects is becoming increasingly restricted. A PPP may be the most feasible way to finance and develop certain projects throughout Texas which could, in turn, free up state funding for other projects around the state. The CRRMA supports authorizing the use of PPPs to enhance project delivery options and to provide increased access to existing and proposed federal funding programs.

[END OF EXHIBIT]