

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 88th Texas Legislature shall convene in January, 2023 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 88th 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 88th Texas Legislative Session, as more fully enumerated in **EXHIBIT A**, are hereby adopted.

PASSED AND APPROVED THIS 9TH DAY OF NOVEMBER 2022.

**CAMINO REAL
REGIONAL MOBILITY AUTHORITY**

Joyce A. Wilson, Chair

ATTEST:

Dorothy M. (Sissy) Byrd, Board Secretary

APPROVED AS TO CONTENT:

Raymond L. Telles
Executive Director

EXHIBIT A

CRRMA Legislative Priorities 88th Texas Legislative Session

Preserve 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. The CRRMA will work to assure that such tools are preserved.

Optional Vehicle Registration Fee: Currently only six 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. Provided that El Paso County desires to have this tool available, 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.

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 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.

Transportation Reinvestment Zones: Transportation Reinvestment Zones (“TRZs”) are an important tool for generating local funding for projects without raising taxes. Current law allows a city or county to assign TRZ revenues to an RMA to support the funding and development of an RMA project. The recent passage of Proposition 2 clarified that a county is able to use the revenues of a TRZ to generate and leverage potential project funding. The CRRMA supports efforts to enhance the use of TRZs by counties, and will support legislation to clarify the ability of counties to pledge TRZ revenues (or allow an RMA to pledge TRZ revenues) to secure bonds to pay the cost of a transportation project.

International Ports of Entry: The Paso Del Norte, Stanton and Zaragoza Ports of Entry (the “POEs”) are some of the nation’s busiest land ports of entry. As the volume of commerce crossing through the POEs increases each year, wait times to cross the international border have become longer, resulting in a strain on existing infrastructure, delays in moving goods to market, and negative impact to air quality due to idling vehicles. The CRRMA supports efforts to improve land port infrastructure and economic development along the Texas-Mexico border.

EXHIBIT A

Funding for the Wyler Aerial Tramway: The Wyler Aerial Tramway, located in the Franklin Mountain State Park, 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 progress was made in the 86th and 87th Legislative Sessions 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.

Funding for the Texas-Mexico Border Transportation Master Plan: The Texas Department of Transportation (“TxDOT”) partnered with the Border Trade Advisory Committee (“BTAC”), and many federal, state, regional, and private sector stakeholders from both sides of the border, including the CRRMA, to develop the Texas-Mexico Border Transportation Master Plan (“Border Master Plan”). This Border Master Plan is a comprehensive, multi-modal, long-range plan that identifies over six hundred different transportation projects along the Texas-Mexico border that, if implemented, would significantly improve cross border movement of goods and people, especially in the El Paso region. The CRRMA will support efforts to secure funding for projects identified within the Border Master Plan.

[END OF EXHIBIT]