



## Regional Transportation Council Legislative Program 84th Texas Legislature

### Legislation To Actively Pursue

**1. Identify additional transportation revenue** to enhance statewide and regional ability to maintain and improve the multimodal transportation system. Provide metropolitan areas with flexible solutions to solve problems and ensure that areas contributing to transportation solutions will not be penalized with a loss of traditional transportation funding. Ensure a fair allocation of all funding categories across the State by either a direct formula or through partnerships with Districts/Commission. End diversions of transportation revenue to non-transportation purposes. Redirect a portion of the motor vehicle sales tax to fund transportation.

**2. Retain limited authority for TxDOT to enter into public-private partnerships on specific projects.**

- IH 635 East Project
- Any CDA project previously approved by the Texas Legislature needing an extension

**CDA Projects Approved in 2013 - 83rd Texas Legislature**

SH 183/Loop 12/SH 114  
North Tarrant Express  
IH 35E/US 67  
Loop 9

**CDA Projects Approved in 2011 - 82nd Texas Legislature**

IH 35E Managed Lanes from IH 635 to US 380  
North Tarrant Express  
SH 183 Managed Lanes from SH 161 to IH 35E

**3. Support the Low Income Repair and Replacement Assistance Program (LIRAP), also known as the AirCheck Texas Drive a Clean Machine Program, and Local Initiative Projects (LIP) through the following principles:**

- Appropriate all unspent and future revenue generated by LIRAP through the existing collection point
- Expand the eligibility of projects funded by LIP to include more transportation system improvements including:
  - Emissions enforcement programs, Low-Cost Intersection Improvements, Intelligent Transportation Systems, Bottleneck Improvements, Traffic Signal Progression, Freeway Incident Management Strategies, Alternative Fuel Vehicles/Infrastructure and Idle-Reduction Measures
- Allow county oversight of LIP project selection and fund distribution
  - Reserve a minimum threshold of 40 percent of funds for LIRAP
  - Allow counties the ability to exchange funds with other counties in the region to meet a regional minimum LIRAP threshold of 40 percent

**4. High-Speed Rail**

Provide the ability for high-speed rail to be developed consistent with the Metropolitan Transportation Plan, by TxDOT or through another mechanism approved by the RTC.



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## **Regional Transportation Council Legislative Program 84th Texas Legislature**

### **LEGISLATION TO SUPPORT**

#### **Air Quality**

- Require emissions testing on all On-Board Diagnostic (OBD) II compliant vehicles.
- Support full funding of the Texas Emissions Reduction Plan (TERP), fund the most cost-effective emissions reduction project; consider funding for transportation projects focused on goods movement with air quality benefits.
- Allow TERP funds to be used for staff time for third-party TERP grants.
- Reinstate the prohibition of idling near sensitive areas and remove 30 minute bus exemption in school zones.
- Allow TCEQ the ability to contract directly with a council of governments or metropolitan planning organization (MPO) for regional administration of LIRAP and/or LIP if a participating county does not wish to administer the programs at the county-level.

#### **Congestion Management & System Operations**

- Recognize mobility assistance patrols as emergency responders as it relates to traffic incident response; comparable to the inclusion of tow-trucks and TxDOT vehicles in the Move Over law; support inclusion of NTTA vehicles in Move Over law.
- Ban the use of hand-held communications devices in work zones.
- Establish a standard minimum fine for traffic violations in work zones and allow signs to be posted in work zones displaying the minimum fine. Allow municipalities to retain the right to increase the fine amount.
- Support the adoption of a statewide three foot passing law requiring motorists to give cyclists at least three feet of clearance when passing from the rear and/or the expansion of the Move Over law to include bicycles.
- Support an education campaign to ensure that bicyclists understand correct and safe bicycle operations on public streets.
- Allow video archiving of Intelligent Transportation System closed-circuit television cameras for a 24-hour period for transportation safety training and transportation security purposes. Exempt archived video from the Public Information Act.
- Allow the use of technology to verify HOV/managed lane vehicle occupants.

#### **Aviation**

- Enhance opportunities to link transportation and land use surrounding military installations, public use and reliever airports:
  - Establish compatible land use regulations for public use and reliever airports to minimize the effects of urban encroachment.
  - Support legislation that promotes compatible growth that lessens the impact on military installations and provides options for cities and counties to manage growth.
  - Support legislation that provides tools that can be used at the local level to promote compatible growth around military installations, public use and reliever airports.
  - Support legislation that establishes organizational structures to accomplish objectives that are voluntary collaborations of local entities rather than top-down mandated structures.
- Provide tools that support and promote Science, Technology, Engineering, and Mathematics (STEM) through aviation and aerospace careers.

### **Transportation-Land Use Connection**

- Provide appropriate authority to counties based upon a request by the county commissioner's court, including limited land use authority, to ensure the provision of adequate infrastructure and protect the health, welfare and property values in rapidly growing unincorporated areas.
- Support the accommodation of integrated, multimodal travel on all roadway facilities on new and redevelopment projects, including vehicles, bicycles and pedestrians.
- Support existing funding programs/initiatives that maintain or increase current investments in bicycle and pedestrian infrastructure and non-infrastructure projects.

### **Planning**

- Support the State planning process to improve the Statewide Freight Plan and multimodal system.
- Direct conservation planning agencies, collectively known as resource agencies, to participate in the transportation planning consultation process during long-range transportation planning in order to receive funding and expedite transportation projects.
- Allow for additional flexibility of the State Highway Fund to include transit projects as eligible to receive funds, in addition to current eligible projects under the condition that support for specific legislation on this topic will be presented to the RTC for separate approval.
- Require the Texas Transportation Institute to work with MPOs to develop criteria for Rider 42; allow criteria to be more system oriented rather than project specific.
- Require notification of natural gas well drilling when the action will occur within certain distance of interstate highways, state highways, county roads or passenger rail facilities.

### **LEGISLATION TO MONITOR**

- Maintain local authority to implement red-light cameras and maintain current revenue sharing with the State.
- Oppose legislation permitting triple-tandem trucks on state highway facilities.
- Protect all transportation resources and revenues and the authority and flexibility achieved since the 78<sup>th</sup> Texas Legislature.
- Protect local flexibility for membership of MPO policy boards with at least 75 percent elected officials.
- Provide local governments, transit entities, and the State a common base for taxable goods and services, including any goods and services newly taxed by the Legislature.
- Review the continued need for eminent domain authority of private toll road corporations.
- Provide additional funding mechanisms to support airport development for public use and reliever airports to meet future demand.