



## *Tarrant Regional Transportation Coalition*

### **84<sup>th</sup> Texas Legislature** **March 2 Weekly Legislative Report**

#### **Week of February 23 Highlights**

SB 5 & SJR 5 committee substitutes passed out of Senate Transportation Wednesday by a vote of 8 to 1. [They are expected to be on the senate floor next Tuesday or Wednesday.] The Texas Transportation Commission approved approximately 200 Prop 1-funded projects and accepted the best value proposal for constructing the SH 360 toll project in Ellis, Johnson and Tarrant Counties Thursday. Senate Finance discussed the TxDOT budget Thursday. The DRMC/TRTC reception Wednesday and the Chambers' Coalition Tarrant County Days reception Wednesday and breakfast Thursday were well attended.

#### **Committee Hearings Week of March 2, 2015**

##### **Monday, March 2**

*House Appropriations* S/C on Article VII (includes TxDOT) will convene in formal meeting (no testimony) at 7:30am in JHR 100 to discuss budget recommendations.

*Senate Finance* will convene in E1.036 at 11:00am to consider several tax reduction bills and joint resolutions including the revenue cap bill SB 182 (Bettencourt). There will be no public testimony Monday . . . public testimony on the bills / JRs will be Wednesday.

##### **Tuesday, March 3**

*House Appropriations* will convene in public hearing at 7:30am in E1.030 to consider Article VII (includes TxDOT) agency budget recommendations; invited testimony only.

##### **Wednesday, March 4**

*Senate Transportation* will convene in public hearing at 8:00am in E1.016 to hear six bills, none of interest to TRTC.

*Senate Finance* will meet in E1.036 at 9:00am to take public testimony on the bills / JRs it considered Monday & Tuesday.

##### **Thursday, March 5**

*House Transportation* will convene in public hearing at 8:00am in E2.012 to hear several bills. The morning session will be devoted to HB 80 (Craddick, et al) relating to the use of a portable wireless communication device while operating a motor vehicle. After the floor session, the committee will hear, among other bills, HB 122 (Pickett) that would prohibit new debt issuance from the Texas Mobility Fund and direct that TMF revenues be used to retire debt.

#### **Transportation Funding / Revenue Bills**

HB 129 (Goldman) amends the tax code to direct that all revenues received from the taxes imposed on the sale, rental, or use of motor vehicles be deposited in the state highway fund. Filed 11/10.

HB 151 (Guillen) imposes a tax of one cent per mile driven per year on all miles driven over 5,000 and provides a credit of \$0.15/gallon for fuel purchased, with annual mileage determined with the required annual vehicle inspection and tax collected at the time of annual vehicle registration. Filed 11/10.

HB 202 (Leach) amends the tax code to direct that 50 percent of the revenues received from the taxes imposed on the sale, rental, or use of motor vehicles be deposited in the state highway fund and prohibits use of such revenue to fund toll roads. Filed 11/10.

HB 203 (Leach) amends the tax code to direct that the revenue derived from the taxes imposed on the sale, storage, or use of new and used motor vehicle tires and motor vehicle parts be allocated to the state highway fund and prohibits use of such revenue to fund toll roads. Filed 11/10.

HJR 27 (Pickett) and HJR 36 (Larson) propose a constitutional amendment to incrementally reduce the amount of revenue derived from the state vehicle registration fee and the state and federal motor fuels taxes that may be used for any purpose other than public roadway right-of-way acquisition, maintenance and construction; the amount “diverted” may not be more than the amount “diverted” in the previous biennium and must be reduced by 20 percent each biennium if the Comptroller’s estimate of anticipated revenue from all sources for the biennium exceeds the total amount of revenue from all sources for the preceding biennium by more than three times the amount of the reduction; applies to appropriations beginning September 1, 2017. Filed 11/10.

HJR 28 (Pickett) proposes a constitutional amendment to eliminate “policing” of public roadways as a permissible use of revenue derived from the state vehicle registration fee and the state and federal motor fuels taxes on and after September 1, 2017. Filed 11/10.

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HJR 29 (Pickett) proposes a constitutional amendment to eliminate “policing” of public roadways as a permissible use of revenue derived from the state vehicle registration fee and the state and federal motor fuels taxes on and after September 1, 2017. Filed 11/10.

HB 373 (Simmons) amends the tax code to allocate revenue from the taxes imposed on the sale, rental, or use of motor vehicles to the state highway fund incrementally beginning in September 2015--one sixth in the first year, 1/3 in the second year, 1/2 in the third year, 2/3 in the fourth year, 5/6 in the fifth year and 100 percent in the sixth year (2020); prohibits the use of the revenue to fund toll roads and a mass transit rail system including trolleys. Filed 11/24.

HB 392 (McClendon) amends the transportation code to restrict the use of revenue derived from the \$10 additional vehicle registration fee imposed by a county commissioners court--the revenue may be used only for a non-tolled project that relieves congestion, improves safety or addresses air quality. Filed 11/26.

HB 393 (McClendon) amends the transportation code to increase the state vehicle registration fee from \$50.75 to \$60.75 on January 1, 2016. Filed 11/26.

HB 395 (McClendon) amends the tax code to increase the rate of the state tax on motor fuels from \$0.20 per gallon to \$0.30 per gallon [liquefied gas from \$0.15 to \$0.25] and certain other fees associates with liquefied gas; allocates the revenue from the added rate  $\frac{1}{4}$  to the available school fund and  $\frac{3}{4}$  to the state highway fund; directs that such revenue in the state highway fund may be appropriated only to TxDOT to provide funding for planning, development, and implementation of current and future transportation infrastructure projects, including intermodal transportation projects other than toll roads, to relieve congestion on public roadways, enhance public safety, facilitate the movement of commercial freight, or the movement of commercial freight, improve air quality; effective September 1, 2015. Filed 11/26.

HB 399 (Harless) [enabling legislation for HJR 48] amends the tax code regarding the allocation of revenue from motor vehicle sales and use taxes; directs the comptroller to deposit the revenue in the state highway fund and the general revenue fund as follows: 25 percent and 75 percent in the state fiscal year beginning September 1, 2016, 30 percent and 70 percent in the state fiscal year beginning September 1, 2017, 35 percent and 65 percent in the state fiscal year beginning September 1, 2018, 40 percent and 60 percent in the state fiscal year beginning September 1, 2019, 45 percent and 55 percent in the state fiscal year beginning September 1, 2020, and 50 percent and 50 percent in the state fiscal year beginning September 1, 2021. Amends the tax code to increase the state motor fuels tax rate five cents per gallon on January 1, 2016 and an additional five cents per gallon on January 1, 2018; indexes the rate of the motor fuels tax to the HCI beginning September 1, 2018; limits the annual per gallon rate change to one cent per year; the rate change from indexing takes effect January 1, 2019 and annually thereafter. Amends the transportation code to permit the use of the revenue derived from the reallocation of motor vehicle sales and use taxes revenue and the motor fuels tax revenue increases only for acquiring rights-of-way and planning, designing, constructing, and maintaining non-tolled public roadways; it may not be pledged for the repayment of bonds; effective only if a related constitutional amendment passes November 3, 2015. Filed 11/26.

HB 401 (Harless) [enabling legislation for HJR 48] amends the transportation code to permit the use of the revenue derived from the 84<sup>th</sup> session increase of vehicle registration fees only for acquiring rights-of-way and planning, designing, constructing, and maintaining non-tolled public roadways; it may not be pledged for the repayment of bonds; amends the transportation code to increase vehicle registration fees: for motorcycles/mopeds from \$30 to \$45 January 1, 2016 and to \$60 January 1, 2018; for vehicles weighing 6,000 pounds or less from \$50.75 to \$75 January 1, 2016 and to \$100 January 1, 2018; doubles the current registration fee for trailers weighing 6,000 pounds or less and vehicles weighing more than 6,000 pounds; effective only if a related constitutional amendment passes November 3, 2015. Filed 11/26.

HJR 48 (Harless) proposes a constitutional amendment limiting the permissible uses of the state highway fund, including further limiting the use of additional tax and fee revenue attributable to changes to certain state taxes and fees, to increase revenue for

non-tolled public highway purposes – restricts the use of new state highway fund revenues as set forth in HB 399 & HB 401 and incrementally reduces the use of existing state highway fund revenues to fund DPS as set forth in HJR 27 & HJR 36. Filed 11/26.

HB 457 (McClendon) amends the transportation code to require (a) TxDOT to remit to the comptroller on the 5<sup>th</sup> of each month an amount from the state highway fund equal to the amount of fees deposited into the Texas Mobility Fund during the preceding month and (b) the comptroller to remit \$250 million per year from these remitted funds to the Texas Rail Relocation & Improvement Fund and the remainder to the Texas Emissions Reduction Plan Fund for fiscal years 2016 to 2025. Filed 12/05.

HB 469 (Metcalf) amends the tax code to direct the comptroller to deposit vehicle sales tax revenue to the credit of the state highway fund in the following increments: 10 percent in the fiscal year beginning September 1, 2017, 20 percent in 2018, . . . 100 percent in 2026 and thereafter. Filed 12/08.

HJR 53 (Metcalf) proposes a constitutional amendment to be voted on November 3, 2015 to reduce in equal increments annually the percentage of vehicle sales tax revenue allocated to the general revenue fund and to increase incrementally the percentage that goes to the state highway fund beginning September 1, 2017 until 100 percent of the revenue is allocated to the state highway fund September 1, 2026 and thereafter. Filed 12/08.

HB 624 (Pickett) amends the health and safety code and the transportation code to eliminate the provision that sends \$5.00 of the vehicle title fee to the Texas emissions reduction plan, so that all will go to the Texas mobility fund. Filed 01/07.

HB 1081 (Paul) amends the tax code to direct the comptroller to deposit to the credit of the state highway fund all motor vehicle sales tax revenue beginning on or after September 1, 2017. Filed 02/02.

HB 1350 (Burkett) amends the transportation code to limit the amount and use of tolls to what is required for construction and debt service and for maintenance and operations; removes authority for toll generation of surplus revenue. Filed 02/12.

HJR 24 (Harless) proposes a constitutional amendment to be voted on November 3, 2015 (1) to dedicate vehicle sales tax revenue to the state highway fund to be used only for acquiring rights-of-way or planning, designing, construction or maintaining non-tolled public roadways beginning January 1, 2016 and (2) to cap and incrementally reduce the amount of MFT and VRF revenue that may appropriated for any purpose other than acquiring rights-of-way or planning, designing, construction or maintaining public roadways beginning September 1, 2017--caps diversions at the amount diverted in the previous biennium and incrementally reduces the amount diverted by 20% in each biennium in which the state revenue estimate exceeds the state revenue amount of the preceding biennium by an amount at least three times the diversion amount to be reduced. Filed 02/23.

HB 1836 (Sanford) amends the tax code to allocate ten percent of the proceeds of the limited sales, excise, and use tax (Chapter 151) to the state highway fund and prohibits use of such monies for a toll road or a mass transit system. Filed 02/24.

SB 5 / SJR 5 (Nichols, Nelson) proposes a constitutional amendment for November 3, 2015 that dedicates annual motor vehicle sales tax revenue above \$2.5 billion to the state highway fund beginning September 1, 2017; limits the use of the funds to construct, maintain, or acquire rights-of-way for public roadways other than toll roads or to repay principal and interest on Prop 12 debt. Filed 02/04. The committee substitute allocates the first \$2.5B to GRF001, the second \$2.5B to SHF006 and splits 50-50 all additional VST revenue between GRF001 and SHF006; it changes the constitutional amendment election to November 2016. Heard February 25 in Senate Transportation and voted out of committee.

HB 1370 / HJR 91(Phillips) identical to SB 5 / SJR 5--a companion bill. Filed 02/12.

SB 61 (Huffines) amends the education code to delete the provision that one fourth of revenue derived from state gasoline and special fuels excise taxes be deposited to the available school fund; amends the tax code to direct that revenue derived from taxes of sale, rental, and use of motor vehicles be deposited in the state highway fund and used only for acquiring rights-of-way and constructing public roadways; amends the tax code to direct that one fourth of the revenue derived from motor fuels taxes including the tax on liquefied gas be deposited into the state highway fund rather than the available school fund; takes effective January 1, 2016 if the related constitutional amendment passes in November 3, 2015. Filed 11/10.

SB 139 (Perry) [enabling legislation for SJR 12] amends the transportation code to remove the Department of Public Safety as a permitted use of State Highway Fund monies; takes effect September 1, 2017 if the voters approve the related constitutional amendment. Filed 11/10.

SJR 12 (Perry) proposes a constitutional amendment to eliminate “policing” of public roadways as a permissible use of revenue derived from the state vehicle registration fee and the state and federal motor fuels taxes on and after September 1, 2017. Filed 11/10.

SB 184 (Schwertner) [enabling legislation for SJR 15] amends the transportation code, subject to passage of a related constitutional amendment, to delete the provision that permits monies in the state highway fund to be used by DPS to police the state highway system and to administer state laws relating to traffic and safety on public roads. Filed 11/17.

SJR 15 (Schwertner) proposes a constitutional amendment effective September 1, 2017 if approved by voters November 3, 2015 to prohibit use of vehicle registration fee and motor fuels tax revenues to fund policing of public roads. Filed 11/17.

SB 321 (Hinojosa) amends the transportation code to strike the provision that sends \$5.00 of the vehicle title fee to the Texas emissions reduction plan and makes another change to Texas mobility fund allocations that is unclear (tied to federal clean air act compliance). Filed 01/16/

SB 341 (Huffines) amends the tax code to allocate vehicle sales tax revenue to the state highway fund on and after September 1, 2017. Filed 01/23.

### **Other Bills of Interest**

HB 122 (Pickett) prohibits new debt issuance from the Texas Mobility Fund and directs that TMF revenues be used to retire debt. Filed 11/10.

HB 142 (Stickland) prohibits a local authority from implementing or operating an automated traffic control system – a system consisting of a photographic device, radar device, laser device, or other electrical or mechanical device that can produce a recorded photographic or digital image depicting a motor vehicle license plate used by the local authority to enforce compliance with a posted speed limit or the instructions of a traffic-control signal by imposition of a civil or administrative penalty against the owner or operator of the motor vehicle. Filed 11/10.

HB 290 and HJR 45 (Leach) enabling legislation and a proposed constitutional amendment (i) to limit the rate of growth in appropriations from one biennium to the next to the combined rates of biennial change in (a) population and (b) inflation or deflation and (ii) to direct the use of state surplus revenues; not later the 90<sup>th</sup> day of each biennium, the comptroller shall transfer (i) to the economic stabilization fund one-third of any unencumbered positive balance of general revenues on the last day of the preceding biennium or a lesser amount if necessary to keep the ESF balance within its prescribed maximum limit and (ii) one half of the remaining unencumbered balance to payers of the state's franchise tax in proportion to the amount each paid of the total franchise tax collected and the remaining one half to the property tax relief fund to be used for reducing public school district property taxes. Filed 11/14.

HB 365 (Elkins) amends the tax code relating to the calculation of the ad valorem roll back tax rate of taxing units--lowers the threshold from 8 percent to 4 percent except in areas where the governor or president has declared a disaster area during the current tax year. Filed 11/24.

HB 529 (Larson) amends the transportation code to restructure the Texas Transportation Commission to a 3-member body elected statewide to serve staggered six-year terms with terms expiring February 1 of each odd-numbered year; members elect their own chair; transition begins February 2017 with first commissioner elected November 2016.

HB 531 & HJR 60 (Greg Bonnen) propose an amendment to the government code and to the state constitution redefining the calculation methodology for rate of change in population and monetary inflation in setting the permitted rate of growth or reduction change in biennial state appropriations of non-dedicated revenue. Filed 12/16.

HB 565 (Burkett) amends the transportation code to prohibit a private toll road corporation from using eminent domain and to prohibit a private entity from constructing a privately owned turnpike or toll project that connects to a road, bridge or highway in the state highway system. Filed 12/19.

HB 572 (Burkett) amends chapter 366 of the transportation code (the NTTA statute) to require NTTA to go through sunset review at the same as TxDOT does. NTTA must pay the cost of the sunset review. NTTA may not be abolished as a result of the sunset review. Filed 12/22.

HB 652 (Isaac) amends the health and safety code to extend various sections of the Texas Emissions Reduction Plan by two years. Filed 01/12.

HB 790 (Burkett) amends Chapter 366 (NTTA statute) of the transportation code to establish a petition process and certain requirements for conducting a study and constructing a sound wall adjacent to certain turnpike projects. Filed 01/20.

HB 957 & HJR 71 (Bohac) propose a constitutional amendment lowering from 10 percent to 5 percent the maximum allowable annual increase in the appraised value of a residence homestead. Filed 01/27.

HB 1034 (Geren) amends the transportation code to prohibit the DMV and any county assessor-collector from declining to register a motor vehicle for reason that the owner of the vehicle is delinquent in the payment of a civil penalty imposed for a violation detected by a photographic traffic signal enforcement system. Filed 01/29.

HB 1081 (Paul) amends the tax code to direct the comptroller to deposit to the credit of the state highway fund all motor vehicle sales tax revenue beginning on or after September 1, 2017. Filed 02/02.

HB 1084 (Pena) amends the tax code, subject to adoption of a constitutional amendment [HJR 93], to change the maximum allowable annual increase in appraised value of a residence homestead from 10 percent to 5 percent. Filed 02/25.

HB 2041 (Bell) is a duplicate of HB 1084. HJR 99. Filed 02/27

HB 1131 (Elkins) amends the transportation code to prohibit the use of photographic traffic signal enforcement systems and to make any jurisdiction that imposes a penalty for an alleged violation detected by a photographic traffic signal enforcement system liable for any costs the owner or operator of a motor vehicle receiving the charge incurs as a result of the charge. Filed 02/04.

HB 1183 (Shaheen) amends the transportation code to require TxDOT to obtain permission of the county commissioners court before undertaking a turnpike project using a comprehensive development agreement in the county. Filed 02/05.

HB 1257 (Shaheen) amends the local government code and the government code regarding a political subdivision's use of public money for lobbying; prohibits, with narrow exceptions, spending public money to influence the outcome of pending legislation; prohibits a political subdivision from employing a person required to register as a lobbyist and from spending public money for membership in a nonprofit state association or organization that attempts to influence the outcome of pending legislation. Filed 02/10.

SB 711 (Burton) appears to be the same as HB 1257 but is not shown to be a companion. Filed 02/24.

HB 1394 (Burns) amends the transportation code (Chapter 366 – NTTA) to add to the authority a county with a board seat when the county has a turnpike whose toll collections equal at least four percent of the authority's revenue and a population of at least four percent of the aggregate population of the authority, and to establish an advisory committee including the county in which the authority contracts to construct a turnpike in the county. Filed 02/12.

SB 557 (Birdwell) is identical to HB 1394--is a companion bill. Filed 02/12.

HB 1432 (Howard) amends the transportation code to permit Travis County to adopt an additional vehicle registration fee of \$10, which can be increased to \$20 in annual increments consistent with the annual increase in the construction cost index if approved by county voters in a referendum. Filed 02/13.

SB 579 (Watson) looks to be identical to HB 1432 but is not shown as a companion bill. Filed 02/16.

HB 1465 (Huberty) amends the government code and the health and safety code regarding the LIRAP/LIP in Harris County. Filed 02/16.

HB 1622 (Paul) amends the tax code to strike the provision that requires deposit of \$7.3 million of gasoline tax revenues to the county and road district highway fund; directs that three fourths of the gasoline tax be deposited to the state highway fund and strikes language regarding use of the gasoline tax revenue. Filed 02/18.

HB 1637 (Guillen) amends the transportation code to direct the comptroller to deposit 25% of the state highway fund monies into a new account – the energy-producing regions account – and to permit the use of such monies only in those regions. Filed 02/19.

HB 1650 (Scott Turner) amends the government code to require TxDOT to employ zero-based budgeting every third state fiscal beinnium and to include specific budgetary information. Filed 02/19.

HB 1652 (Scott Turner) amends the transportation code to change permissible uses of

state highway fund monies; it prohibits all expenditures unrelated to state highway maintenance, improvements, policing and environmental mitigation. Filed 02/19.

HB 1696 (Capriglione) amends the agricultural code to require sellers of motor fuel to display a sign on the fuel pump that states the amount of the federal and the state fuel tax included in the fuel price. Filed 02/20.

HB 1697 (Capriglione) amends the government code relating to the limitation on the rate of growth of biennial appropriations; limits the rate of growth to the sum of (a) the rate of growth of the state's population and (b) the rate of monetary inflation and the rate of growth of the state's gross state product; clarifies and tightens language and requirements. Filed 02/20.

HB 1710 (Bohac) amends the transportation code to require a local authority to submit to voters the question of repealing an ordinance adopted to install a traffic signal photo enforcement system if the governing body receives a petition requesting an election that is signed by 10 percent of the registered voters; such an election may not be held more often than every two years; if the majority of votes cast in such an election favor repeal of the ordinance, the governing body must repeal the ordinance and may not again adopt such an ordinance. Filed 02/20.

HJR 21 (Burkett) proposes a constitutional amendment to require a two-thirds vote of both houses of the legislature for any appropriations in excess of the constitutional spending limit. Filed 02/23.

HB 1835 (Sanford) amends the transportation code to restrict the use of a non-tolled highway lane as a managed lane. Filed 02/24

HB 1837 (Sanford) amends the transportation code to require a toll project entity or an MPO to obtain permission of the county commissioners court before undertaking a toll project in the county--either must obtain permission before conducting a feasibility study, developing a design for the project or entering into a construction contract after September 1, 2015. Filed 02/24.

HB 1838 (Sanford) directs TxDOT in consultation with the comptroller and the governor to provide the Legislature by September 1, 2016 with a plan to eliminate by not later than 2046 all (23) toll roads in Texas. Filed 02/24.

HB 1876 (Bell) adds a section to the transportation code directing TxDOT to notify each affected senator, representative and county judge of an application submitted to the federal surface transportation board for an electric railway project if it learns of such an application or it receives notice of preparation of an EIS for such a project. Filed 02/24.

HB 1889 (Metcalf, et al.) amends the transportation code to require a corporation that operates an electric railway that travels at speeds greater than 100 miles per hour obtain permission of the governing body of a city or county before constructing the railway

across the city or county. Filed 02/25

HB 1961 (Giddings) adds a section to the health and safety code to authorize a county that is non-attainment or near non-attainment for ozone to impose a county air quality fee to fund a county air quality program like the state funded LIRAP/LIP. Filed 02/26.

HB 1965 (Paul) amends the tax code to change “1.08” to “1 + inflation rate” [CPI] in calculating the rollback rate. File 02/26.

HB 1980 (Senfronia Thompson) amends the tax code, subject to adoption of a constitutional amendment [HJR 96], to permit the governing body of a taxing unit, other than a school district, to adopt an exemption [\$5000 minimum] from taxation by the taxing unit of a portion of the appraised value of an individual’s residence homestead. Filed 02/26.

HB 2036 (Metcalf) amends the tax code, subject to adoption of a constitutional amendment [HJR 98], to change the maximum allowable annual increase in appraised value of a residence homestead from 10 percent to 3 percent. Filed 02/27.

HB 2075 (Button) amends the tax code regarding the permissible exemption from taxation of a residence homestead, subject to adoption of a constitutional amendment [HJR 101]. Filed 02/27.

HB 958 (Bohac & Pena) same as HB 2075. HJR 72. Filed 01/27.

SB 515 (Bettencourt + 9) same as HB 2075. SJR 28. Filed 02/10

SB 93 (Ellis) repeals the driver responsibility program. Filed 11/10.

SB 101 (Hinojosa & Eltife) [enabling legislation for SJR 7] amends the government code to exclude state revenues appropriated for the purpose of paying the principal of or interest on state debt from the calculation to determine the limit on the rate of growth of biennial appropriations; takes effect on the effective date of the constitutional amendment proposed by the 84th Legislature, Regular Session, 2015, excepting certain appropriations for reducing state debt from the constitutional limitation on the rate of growth of appropriations. Filed 11/10.

SB 137 (Perry) [enabling legislation for SJR 11] amends the government code to change the limit on the rate of growth in biennial appropriations to the lesser of (1) the estimated rate of growth of personal income of Texas residents and (2) a rate equal to the sum of the estimated biennial rate of growth of the state’s population and the estimated biennial rate of monetary inflation in the state; takes effect on the effective date of the constitutional amendment proposed by the 84th Legislature, Regular Session, 2015, regarding the maximum amount of appropriations for a state fiscal year. Filed 11/10.

SJR 11 (Perry) proposes a constitutional amendment to change the limit on the rate of growth in biennial appropriations to the lesser of (1) the estimated rate of growth of personal income of Texas residents and (2) a rate equal to the sum of the estimated biennial rate of growth of the state's population and the estimated biennial rate of monetary inflation in the state. Filed 11/10.

SB 198 (Watson) incrementally reduces the amount of dedicated revenue that may be used for budget certification; sets these limits at \$3.4 billion for the biennium ending August 31, 2017, \$2.6 billion for the biennium ending August 31, 2019, \$1.8 billion for the biennium ending August 31, 2021, and \$1.0 billion for the biennium ending August 31, 2023 and thereafter. States that within these limits, it is the intent of the Legislature that dedicated revenues must be used for the purposes for which the revenues are dedicated. Filed 12/02. Filed 12/16.

SB 269 (Watson) amends the transportation code to authorize TxDOT to use CDA procurement to develop several specific projects including but not limited to the Interstate Highway 35W project in Tarrant County from Interstate Highway 30 to State Highway 114; the State Highway 183 managed lanes project in Tarrant and Dallas Counties from State Highway 121 to Interstate Highway 35E; the Interstate Highway 820 project from State Highway 183 to Randol Mill Road; the State Highway 114 project in Dallas County from State Highway 121 to State Highway 183; the Loop 12 project in Dallas County from State Highway 183 to Interstate Highway 35E; the Interstate Highway 35E managed lanes project in Dallas and Denton Counties from Interstate Highway 635 to U.S. Highway 380; the Loop 9 project in Dallas and Ellis Counties from Interstate Highway 20 to U.S. Highway 67; and the Interstate Highway 35E/U.S. Highway 67 Southern Gateway project in Dallas County, including (a) Interstate Highway 35E from 8th Street to Interstate Highway 20; and (b) U.S. Highway 67 from Interstate Highway 35E to Farm-to-Market Road 1382 (Belt Line Road). The CDA authority for these projects expires August 31, 2017 except for the State Highway 183 managed lanes project, which expires August 31, 2015. TxDOT shall secure environmental clearance for the projects and shall present to the commission a full financial plan for the projects including costing methodology and cost proposals by August 31, 2017. Filed 12/19.

SB 340 (Huffines) amends the transportation code to prohibit the use of photographic traffic signal enforcement systems. Filed 01/23.

SB 361 (Estes) amends the government code to limit the rate of growth of appropriations in a state fiscal biennium from all revenue sources to the estimated rate of growth of the state's economy, with the rate of growth of the state's economy being the lesser of the following rates, calculated for the two fiscal years immediately preceding the regular biennial legislative session: (1) a rate equal to the sum of the rate of growth of the state's population and the rate of monetary inflation in the state, (2) the rate of growth of personal income of the state's residents; or (3) the rate of growth of the state's gross state product. Filed 01/27.

SB 403 (Van Taylor) amends the government code to lower the allowable rate of growth of state appropriations in a biennium. Filed 01/29.

SB 404 (Van Taylor) amends the government code to require each state agency to submit a report by December 1 of each even-numbered year identifying measures by which the agency can reduce its biennial expenditures by 1 percent, 5 percent, and 10 percent. Filed 01/29.

SB 422 (Watson) amends the transportation code to establish a pilot program for a motor bus only lane on shoulders in Bexar, El Paso, Tarrant and Travis counties. Filed 01/30.

HB 1324 (Israel) is identical to SB 422; it is a companion bill. Filed 02/11.

SB 444 (Hall) amends the transportation to prohibit private toll road corporations from exercising the power of eminent domain. Filed 02/04.

SB 474 (Kolkhorst) proposes a November 3, 2015 constitutional amendment requiring a condemning authority to pay the costs and fees a property owner incurs in connection with contesting eminent domain proceedings when a final award is ten percent or more than the offer to purchase. Filed 02/06

SB 485 (Kolkhorst) amends the transportation code to require cessation of tolling when the project acquisition and construction costs including bonded debt have been paid; eliminates provisions that permit CDA transactions that produce excess revenue (e.g., SH 121/RTR funds). Filed 02/06.

SB 603 (Hinojosa) amends the health and safety code to extend the life of the TERP two years from 2019 to 2021. Filed 02/17.

SB 678 (Nelson) amends chapter 460 of the transportation code; limits DCTA liability to \$125 million for claims arising from an incident involving the provision of public passenger rail services under an agreement; makes other minor changes to the DCTA statute. Filed 02/20.

HB 1944 (Simmons) is identical to SB 678--a companion bill. Filed 02/25.

SJR 27 (Hancock) proposes a November 3, 2015 constitutional amendment requiring a two-thirds vote by the house and the senate to impose a new state tax or raise the rate of an existing state tax (does not apply to a registration fee). Filed 02/06.

SJR 33 (Watson) proposes a constitutional amendment [Nov 3, 2015 vote] to prohibit after September 1, 2023 any consideration or use of fund balances of dedicated revenues for purposes of budget certification and prohibits appropriation of statutorily dedicated revenues for purposes other than those for which they were dedicated unless the Legislature first changes the statute that dedicated the revenue. Filed 02/17.

SB 704 (Creighton) directs the comptroller to deposit to the state highway fund for the purpose of retiring debt incurred for transportation improvements any amount that would go to the general revenue fund by virtue of the economic stabilization fund having reached the maximum balance allowed by the constitution. Filed 02/23.

SB 714 (Hall) amends and repeals codes sections to prohibit a local authority for operating an automated traffic control system--kills red light cameras. Filed 02/24

SB 748 (Campbell) adds a section to the transportation code to require that an MPO policy board member must be an elected official in order to be a voting member. Filed 02/24.

Last updated 02/27 thru HB 2090 & SB 853

### **Texas Senate – Tarrant County Delegation**

District 9 Senator: Kelly Hancock, R-North Richland Hills 512-463-0109 CAP 1E.9

District 10 Senator: Konni Burton, R-Colleyville 512-463-0110 CAP GE.3

District 12 Senator: Jane Nelson, R-Flower Mound 512-463-0112 CAP 1E.5

District 22 Senator: Brian Birdwell, R-Granbury 512-463-0122 E1.706

### **Texas House – Tarrant County Delegation**

District 90 Representative: Ramon Romero, D-Fort Worth, 512-463-0740 E1.208

District 91 Representative: Stephanie Klick, R-Fort Worth 512-463-0599 E2.716

District 92 Representative: Jonathan Stickland, R-Bedford 512-463-0522 E1.402

District 93 Representative: Matt Krause, R-Fort Worth 512-463-0562 E2.212

District 94 Representative: Tony Tinderholt, R-Arlington 512-463-0624 E1.216

District 95 Representative: Nicole Collier, D-Fort Worth 512-463-0716 E2.508

District 96 Representative: Bill Zedler, R-Arlington 512-463-0374 CAP GS.2

District 97 Representative: Craig Goldman, R-Fort Worth 512-463-0608 E2.720

District 98 Representative: Giovanni Capriglione, R-Southlake 512-463-0690 E1.208

District 99 Representative: Charlie Geren, R-Fort Worth 512-463-0610 GW 17

District 101 Representative: Chris Turner, D-Grand Prairie 512-463-0574 E2.318

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