

# Texas Transportation Forum

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# Estimated Trucks Carrying NAFTA Trade on U.S. Highway Corridors Annual Number of Trucks by Highway Segment



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# Bridge waits frustrate



Source: El Paso Times – October 2,, 2007

### *Total Statewide Transportation Investment Needs Estimates (2005-2030)*

Mode	Average Annual Needs Estimate (2005-2030) (\$ Millions)
Highways & Local Roads (Capital and Maintenance)	\$15,928
Public Transportation (Capital)	\$1,183
Freight Rail and Intermodal Freight (Capital)	\$637
Marine (Capital)	\$255
Bicycle and Pedestrian (Capital)	\$29
Aviation (Capital)	
Commercial	\$893
Noncommercial	\$158
<b>Total</b>	<b>\$19,083</b>

Source: Cambridge Systematics, Inc. Estimates of all needs were made in 2000 dollars and adjusted to 2003 dollars by applying Consumer Price Index inflation factors.

### *Current Estimated Texas Transportation Expenditures By All Levels of Government*

Mode	Annual Texas Expenditure Estimate (\$ Millions)
Highways & Local Roads (Capital and Maintenance)	\$10,005
Public Transportation (Capital)	\$420
Freight Rail and Intermodal Freight (Capital)	Not Calculated
Marine (Capital)	\$352
Bicycle and Pedestrian (Capital)	\$19
Aviation (Capital)	
Commercial	\$141
Noncommercial	\$71
<b>Total</b>	<b>\$11,008</b>

Source: Federal Highway Administration; Federal Aviation Administration; TxDOT.

# Diversions under Fund 6

(All Figures are for the Biennium)

- Office of the Attorney General - \$1.7 million
- Department of Public Safety - \$1.144 billion
- Automobile Theft Prevention - \$27.6 million
- Commission on the Arts - \$1.34 million.  
Diversion started in 1998.
- Historical Commission - \$1 million. Diversion  
started in 1998.
- Health and Human Services - \$20 million.  
Diversion started in 2006.
- Texas Education Agency - \$100 million.  
Diversion started in 2006.
- Texas Transportation Institute - \$13 million.  
Diversion started in 2002.
- Border Security - \$100 million

**These diversions total \$2.9 billion**

# Revenue Options

Revenue Mechanism	Description	Evaluation	Jurisdiction	Net New Revenue	Changes to Legislation	Approximate Yield
Indexed Fuel Tax	Fuel tax rate indexed to an inflation rate such as Consumer Price Index, Highway Cost Index; would protect fuel tax from erosion	Efficient	Statewide	Yes	Section 163, Title 2	A 1% increase would yield \$20 million/year
		Somewhat equitable				
		Simple				
Increased Motor Fuel Tax Rate	Fuel tax rate increased to a rate that would increase its purchasing power	Very efficient	Statewide	Yes	Section 163, Title 2	A 1¢ increase would yield \$100 million/year
		Somewhat equitable				
		Very simple				
VMT Charge to Replace Fuel Tax	User fee based on mileage; a VMT charge of 1.35¢/mile would equal the current state motor fuel tax	Very efficient	Statewide, Local	Yes, if increased	Section 163, Title 2	A 0.1¢/mile increase above current tax level would yield an additional \$200 million/year
		Somewhat equitable				
		Very complex				
Increased Tolls	Toll authorities in Texas currently collect \$1.2 billion statewide in tolls	Somewhat efficient	Statewide, Local	Yes	None	Increasing tolls by 10¢/transaction on all currently tolled facilities would yield an additional \$50 million/year
		Very equitable				
		Very simple				
Land Development Charges	Fees paid by developers to offset infrastructure costs	Not efficient	Local	Yes	None if collected locally	About \$75 million per year
		Equitable				
		Simple				
Congestion Charges	Designed to reduce congestion in peak periods on specific facilities; can be implemented as a cordon charge; area wide; or variable by facility, time, or congestion level	Not efficient	Local	Yes	New enabling legislation	Yield dependent on type of congestion charge
		Somewhat equitable				
		Complex				
Increased Sales Tax: Statewide	Increase in the state sales tax rate	Very efficient	Statewide	Yes	Section 151, Title 2	Each statewide 1% increase would yield about \$1.3 billion/year
		Not equitable				
		Very simple				

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Revenue Mechanism	Description	Evaluation	Jurisdiction	Net New Revenue	Changes to Legislation	Approximate Yield
Increased Sales Tax: Local Option	Texas localities collect as local option taxes mostly for transit	Very efficient	Local	Yes	Section 151, Title 2	Varies by Jurisdiction dependent volume of taxable sales
		Not equitable				
		Very simple				
Container Fees	Levied on freight containers; typically fund freight infrastructure in and around levying port	Somewhat efficient	Local	Yes	None if collected by RMA	A \$30 per TEU container fee in ports of Houston and Galveston would yield \$23 million/year
		Equitable				
		Simple				
Carbon Taxes	User fee based on carbon emissions of fossil fuels; would carry out as an increased fuel tax rate.	Very efficient	Statewide	Yes	Section 163, Title 2	A 27¢/gallon gas tax increase would yield \$1.7 billion/year
		Somewhat equitable				
		Simple				
Proposition 12 Bonding Authority	General obligation bonds issued and repaid by the State	Limited efficiency	Statewide	No	Enabling legislation	No new revenues to the state; up to \$5 billion toward transportation
		Equitable				
		Very simple				
Increased Vehicle Registration Fees: Statewide	State registration fees would be increased independently of county vehicle registration fees	Very efficient	Statewide	Yes	Section 502, Title 7	A \$10 increase would yield \$200 million/year
		Somewhat equitable				
		Simple				
Increased Vehicle Registration Fees: Local	County registration fees would be increased independently of state vehicle registration fees	Very efficient	Local	Yes	Section 502, Title 7	Varies by county
		Somewhat equitable				
		Simple				