



Funding Transportation Infrastructure

Issues and Approaches

by



Texans Have a Problem. . . .

Over the past 25 years:

- Our population increased **57%**
- Our use of roads grew **95%**
- State road capacity grew **only 8%**
- Texas lost **\$7 billion** of its gas taxes to other states

Over the next 25 years:

- Our population will increase another **64%**
- Our use of roads will increase **214%**
- State road capacity will grow **only an additional 6%**
- Texas will lose another **\$7.5 billion** its gas taxes to other states

Texas Mobility Needs are Significant

MPOs have identified \$188 billion of needed projects to maintain mobility by 2030; only \$102 billion available to meet needs

\$188 billion

- 102 billion

\$86 billion shortfall

How do we pay for our roadways?

Traditional Methods:

- State gas tax - \$.20/gallon
- Federal gas tax - \$.18/gallon
- Additional transportation fees (vehicle registration fees, vehicle certificates, etc.)
- TxDOT budget for next biennium \$15.1 billion

The public does not want to raise gas taxes

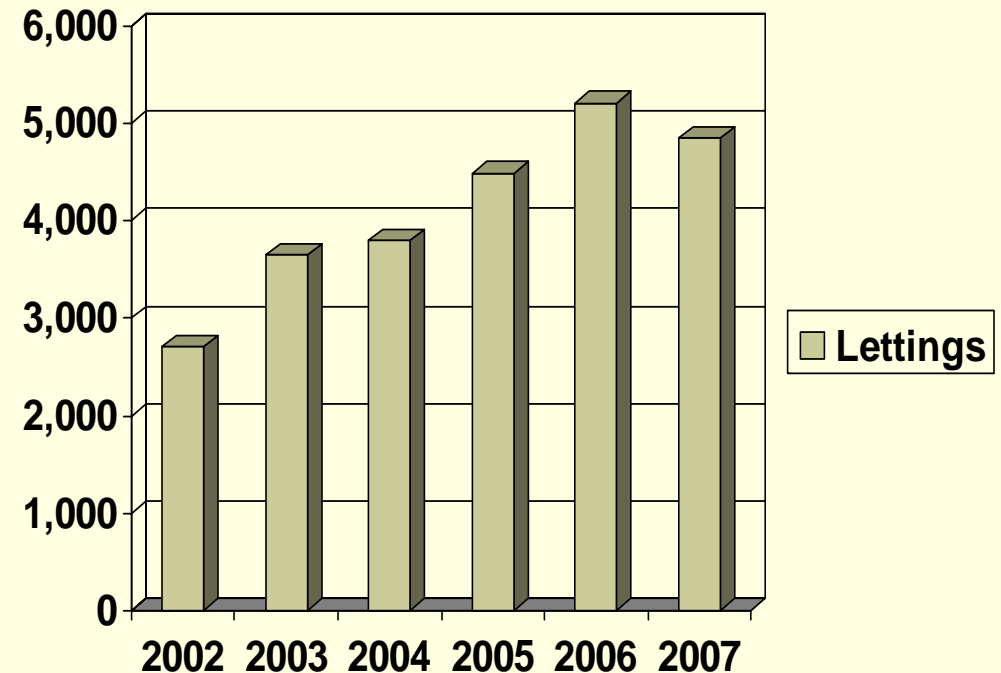
Texas' New Approach to Funding

HB 3588:

- Texas Mobility Fund: \$3+ billion of new money
- \$3 billion of new bonding authority
- Shift to road pricing strategies - tolls
- Trans-Texas Corridor
- RMAs
- The Texas Metropolitan Mobility Plan
- The Rail Relocation & Improvement Fund (HB 2702)

TxDOT Lettings

- Texas led the nation in 2004 lettings
 - TX = \$3.7B
 - CA = \$3B
 - NY = \$1.1B
- FY '05 = \$4.5
- FY '06 + \$5.5



Tolled Projects

- TTC-35: \$7 billion
- SH 161: \$400 million (Dallas County)
- SH 121: \$600 million (Collin and Denton Co.)
- I-635: \$1.3 billion (Dallas County)
- 281/1604: \$1.4 Billion (Bexar County)
- US 290: \$400 million (Travis County)
- TTC-69

More than \$11.1 billion of infrastructure with potentially little state investment

TxDOT's Plan

- Use financial options to build transportation projects
- Empower local and regional leaders to solve their problems
- Increase competitive pressure to drive down costs of projects
- Demand consumer-driven decisions that respond to market forces

Other Considerations. . . .

- Consider land use in conjunction with transportation
- Alternative modes of transportation
- Alternative means of increasing funding



Questions?