The News
About Highway Funding
Dedicated to helping find solutions to the mobility challenges facing Texas

Launched in 2010 with the goal of supporting robust, predictable and sustainable funding solutions

TAoT participants include:

- Local governments
- Mobility coalitions
- Regional alliances
- Economic development organizations
- Chambers and state associations
- Employers
The GOOD News

- **Texas is No. 1** – CNBC ranked Texas best place to do business – partially because of transportation

- **Strong Foundation** – Highway system still ranks high and TxDOT squeezing lots of projects out of existing revenues and debt authority

- **P3s Deliver** – Locally requested P3 projects are moving forward – SH 99, US 290, LBJ Express, North Tarrant Express, DFW Connector, MoPac

- **More Bang for Our Bucks** – One-time cost savings due to extremely competitive bidding means other projects will move forward
The NOT SO GOOD News

- **We Are Not Keeping Up With Demand**
- **1,000 More Vehicles A Day** – 30,000 more vehicles are added to Texas roads every month
- **Pavement Decay** – We are not protecting our investment with adequate maintenance. By 2025 only 21% of the system will be “good” or “better”
- **No Match for Growth** – Total miles traveled and population growth far exceed additions of new highway capacity.
The BAD News

- **The Shrinking Gas Tax Blues** – Static motor fuels revenue buys less new pavement every year

- **The Credit Card is Maxed**
  - Debt has been used to build many of the projects put on the ground in recent years
  - More than $1 billion a year of fuels tax goes to service debt on roads that are already in service
  - When 2013 scheduled projects are awarded the state’s approved borrowing capacity will be exhausted
  - 2030 Committee and TTI concluded we need at least $6 billion a year in contract lettings to maintain a minimum acceptable system.

- **Falling Short** - Without new funding our highway project contract lettings will be less than $3 billion a year for the next four years – half of the minimum
• Texas’ highway infrastructure is failing to keep pace with population and economic growth.

• We need a *reliable and sustainable* means of financing urgent transportation needs.

• Without it we face a *rough road ahead*. 