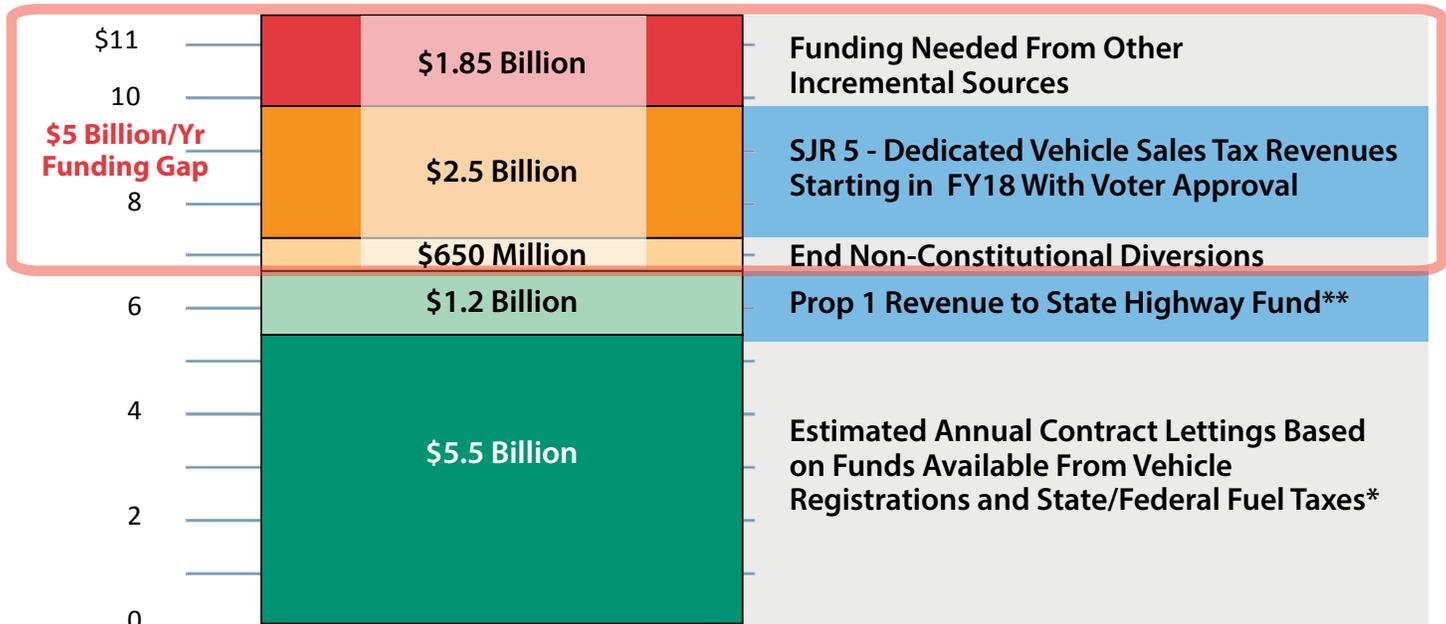


Billions in
Constant
2014 Dollars

Annual Contract Lettings Required to Keep Congestion and Pavement Conditions From Deteriorating Further



* Source: Texas Transportation Plan 2040

** The Biennial Revenue Estimate for FY16 & FY17 predicts Proposition 1 revenue of \$1.2 billion per year. Proposition 1 funds are linked directly to oil and natural gas prices making future annual revenue levels uncertain.

Incrementally Addressing the Texas Transportation Funding Gap

By the 1960s the Texas highway system was among the best in the world. Drivers noticed that travel got smoother and faster when they crossed the state line. That system is now aging badly at the same time that Texas is experiencing eye-popping growth in population, daily vehicle miles traveled and the percentage of trucks on our highways. All are signs of a state where traffic provides a daily snapshot of vibrant commerce and busy lives.

The newly drafted **Texas Transportation Plan 2040** projects the state's population will increase by 17 million over the next 25 years, about 60% more than the current 28 million. As people continue to move to Texas, and the economy continues to grow, the transportation system must expand to accommodate this growth. Since 1990 our population has increased by 55%, daily vehicle miles traveled have increased 70% while roadway centerline miles have increased only 7%.

\$5 Billion Needed to Stay Even

The Texas Department of Transportation has maintained that approximately \$5 billion a year in additional contract lettings are needed – above existing revenues – to maintain current conditions on the state's highways. Additional funds are needed to adequately address damage and critical safety improvements

related to intense truck activity in areas impacted by energy industry development.

Keeping congestion levels and pavement conditions from deteriorating further by meeting minimum transportation funding is important for the safety, economic livelihood and quality of life of current and future Texans.

Prop 1 Was A Start

By an 80% majority Texas voters sent the overwhelming message in passage of Proposition 1 that they believe highway funding is a top priority. Prop 1 addressed part of the state's shortfall but Prop 1 revenue is tied to oil and natural gas prices and will fluctuate from year to year. Texas needs additional transportation funding sources that are predictable, able to adjust to inflation, independent of fuel source, transportation related, and constitutionally dedicated. Prop 1 was a start – but only a start.

The Transportation Advocates of Texas encourage members of the Texas Legislature to develop and implement reliable funding mechanisms to incrementally fill the \$5 billion shortfall needed to keep our state from falling further behind on congestion, interregional connectivity, safety and highway pavement scores.

