

## TRANSPORTATION ADVOCATES OF TEXAS, INC.

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*Texans working together to secure resources for transportation investment to enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.*

### Coalition Meeting

3:00pm July 27, 2010

Jackson Walker, 100 Congress Ave, Suite 1100

### Agenda

1. Update since last meeting and comments on revised coalition materials
2. Discuss coalition operating and decision making protocols
3. Discuss potential coalition leaders – do we have names, do we need to develop a process for identifying/selecting name leaders?
4. Discuss “status quo costs” not being addressed by TTI and how we should we identify them
5. Discuss campaign time frame relative to what might be achievable in the 82<sup>nd</sup> session
6. New Business
7. Adjournment

Conference call-in number: 1.866.607.7920, code 7472382039

#### **Directions**

The meeting location is a downtown office building on the NW corner of Cesar Chavez Street and Congress Avenue. Take the elevator to the 11<sup>th</sup> floor to the Jackson Walker law offices. Visitor parking is available in the garage beneath the 101 Colorado Building. Access the parking garage from Cesar Chavez between Colorado and Congress. There is a covered walkway connecting the garage and the 100 Congress Building.

## **AGENDA ITEM #1**

More than 250 individuals have participated in coalition meetings since January 2010. Actual **membership** recruitment began in June and as of July 20 the coalition has 82 members--56 individuals and 26 organizations.

**Fundraising** efforts began in June. Our July 20 bank balance is \$6725. Two businesses have contributed \$6000 and four individuals have contributed \$725. A number of businesses and state associations have said they will contribute but so far only two have actually done so. We still have some hope of receiving the balance of TUTA funding (slightly less than \$60,000) but we can't predict when that might occur. We are awaiting the receipt of \$13275 in additional cash before signing the Bearse agreement.

### **Status of state association visits:**

American Automobile Association – June 2  
Associated General Contractors of Texas (Highway, Heavy Branch) – Feb 24 & June 24  
Associated General Contractors of Texas (Building Branch) – June 23  
Association of Electric Companies of Texas – May 27  
Real Estate Council of Texas – May 25  
National Federation of Independent Business – Feb 25  
TechAmerica (formerly AEA) – July 28  
Texas Aggregates & Concrete Association – Mar 25 & June 24  
Texas and Southwestern Cattle Raisers Association  
Texas Apartment Association  
Texas Association of Builders – May 27  
Texas Association of Business  
Texas Association of Manufacturers – May 27  
Texas Association of Realtors – Apr 1  
Texas Automobile Dealers Association – Apr 26  
Texas Chemical Council  
Texas Construction Association – July 28  
Texas Council of Engineering Companies – Mar 24  
Texas Farm Bureau – June 17  
Texas Good Roads and Transportation Association – Mar 25  
Texas Motor Transportation Association – Apr 1 & June 24  
Texas Oil and Gas Association – July 29  
Texas Petroleum Marketing and Convenience Store Association – May 26  
Texas Restaurant Association – June 24  
Texas Retailers Association – Apr 26  
Texas Taxpayers and Research Association  
Texas Assoc of Counties  
Texas Conference of Urban Counties  
Texas Economic Development Council  
Texas Municipal League

### **Other transportation happenings of interest...**

Lt. Governor Dewhurst has shuffled committee assignments in the Texas Senate, resulting in a new chairman of the Senate Committee on Transportation and Homeland Security--Tommy Williams from the Woodlands (Montgomery County, north of Houston).

Below are a few statements from a July 25 Montgomery County courier article that might provide a few clues of what to expect from Senator Williams in his new role:

- Among the challenges he sees is restructuring TxDOT, “which lost \$1 billion due to an accounting error” and “which couldn’t produce numbers that show how much it cost to build a segment of road.” “It’s ridiculous to have to have an agency with 12,000 employees spending more money than the legislature had appropriated them.”
- It is his goal to make TxDOT more accountable and more efficient and make sure more funding goes to pavement and less goes to overhead.
- With less funding available from road-use taxes, Williams said the committee needs to fund new sources of income for transportation construction and road maintenance.
- He also encourages local communities to fund transportation projects themselves.
- He looks forward to the challenge: “I have the opportunity to shape the policy, reorganize the agency and change the funding structure--something no one else has been able to do in years.”

#### Washington News on Reauthorization

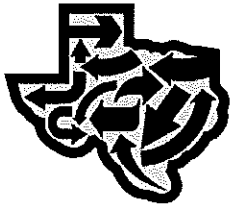
Late last week USDOT Secretary Ray LaHood spoke at an American Road and Transportation Builders Association conference and provided a few hints of what we might see in the Administration’s recommendations for the transportation reauthorization bill, which are expected to be released soon. The current federal bill has been extended through December and Congress must act on a new bill early in 2011 or risk getting bogged down with 2012 election politics. The only real issue that has been holding back reauthorization is how to pay for it. Here’s a sneak peek at some the Administration’s guiding principles:

- No gas tax increase
- No VMT
- Funding to come from tolls, PPPs and a new infrastructure fund
- Little interest in private-activity bonds but strong support for TIFIA

Many ARTBA members want the administration to back away from its fuel tax stance, and after his speech some were grumbling that a gas tax hike remains the simplest and least costly way to beef up transport infrastructure funding.

#### TATI Materials

Following are coalition materials that were discussed and edited during a communications conference call July 9 and subsequently. There is a new piece – circa 2010-11...we need your review and feedback...its an attempt to tell our story. There is some sense that we need to expand/enlarge the TCC response piece....perhaps draft several specific response pieces that could be issued incrementally, in an effort to get media attention to our message, without explicit reference to the TCC piece. **Remember**, the member recruitment / fundraising letter that follows is to be sent out over the name and signature of any one of you who wishes to help with member recruitment and fundraising, **and we need your help in this regard.**



## TRANSPORTATION ADVOCATES OF TEXAS, INC.

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*Texans working together to secure resources for transportation investment to enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.*

July xx, 2010

Name  
Business  
Address  
City, State Zip

Dear xxxxxxxx:

The state of Texas' transportation infrastructure is at a critical point. There is no new money available for added capacity after 2012; maintenance will consume all available funding. Deteriorating roadway and bridge conditions, increased demands on our highway and transit systems, and declining revenue pose an immediate threat to our safety, mobility, air quality and continued economic growth.

We have formed the Transportation Advocates of Texas, Inc., a statewide coalition, to address these issues by educating stakeholders and building a grassroots movement that will empower citizens and businesses across the state to advocate for increased transportation investments.

Raising revenue is very difficult for our legislators – they will do so only if their constituents demand it. We must inform Texans of the urgency of investing in transportation, get them engaged in the much-needed conversation about transportation, and provide them with the knowledge and tools to help drive the solutions that our state so desperately needs.

The coalition, with more than 200 businesses, organizations and citizens across Texas already participating, is launching a grassroots campaign, including a web-based communications platform that will provide resources and information to the public. **We invite you to join our organization today. We are also seeking \$100,000 to fund these critical outreach efforts, but, equally important, we seek concerned citizens to join our cause.**

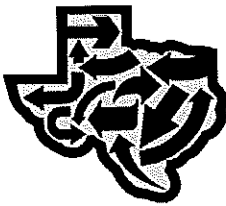
Our goal is to build a coalition representing tens of thousands of Texans – individuals, businesses, associations, local governments, chambers of commerce, economic development entities and regional organizations – to work together to advance transportation in Texas and protect our quality of life and economic vitality.

Texas once had the nation's best surface transportation system but no longer has that distinction. The capacity and condition of our transportation infrastructure and the reliability of travel in our urban areas are declining substantially because we continue to under-invest in transportation operations, maintenance and construction. Simply put, we are not adding the capacity necessary to serve our state's population growth. Without increasing revenue dedicated to transportation, we are simply unable to invest enough to meet our transportation needs.

Enclosed is more information about the coalition and its efforts, as well as a membership form. Please join us in this important endeavor and feel free to contact me at [vic@ntc-dfv.org](mailto:vic@ntc-dfv.org) or at (817) 262-7230 if you have any questions or need additional information. Thank you.

Sincerely,

Vic Suhm



## TRANSPORTATION ADVOCATES OF TEXAS, INC.

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**Transportation Advocates of Texas, Inc.** is a growing statewide coalition of individuals, businesses, associations, regional organizations, chambers of commerce, economic development entities and local governments with one common agenda: to improve transportation in Texas.

The coalition, which first convened in Austin in January 2010, is working to inform Texans of the importance of investing in transportation infrastructure in order to sustain our economy and quality of life. It has initiated a web-based statewide conversation focusing on transportation, through which people can become informed of the transportation challenges Texas faces, the costs and impacts of doing nothing to improve our transportation system, the benefits of transportation investment, and revenue alternatives to fund needed investment. A common legislative agenda to advance transportation in Texas will emerge from this dialogue.

The coalition meets monthly in Austin and is organized with a steering committee, communications committee, policy workgroup, campaign workgroup and outreach workgroup. It has developed a budget and detailed work plan. Twelve regions are represented on the steering committee:

Transportation Advocates of Texas, Inc – Steering Committee	
Region	Representative
Arlington/Fort Worth	Vic Suhm, Senior Consultant, North Texas Commission and Executive Director, Tarrant Regional Transportation Coalition
Austin	Beth Ann Ray, Vice President, Greater Austin Chamber of Commerce
Corpus Christi	Judy Hawley, Commissioner, Port of Corpus Christi
Dallas	Rider Scott, Executive Director, Dallas Regional Mobility Coalition
East Texas	John Thompson, Polk County Judge
El Paso	Oscar Padilla, Director, Policy & Programs, El Paso Chamber of Commerce
Houston	Jennifer McEwan, consultant, Gulf Coast Regional Mobility Partners
Laredo	Keith Selman, Metropolitan Planning Organization Director, Laredo
Northeast Texas	James Carlow, Bowie County Judge
Panhandle/West Texas	Michael Reeves, President, Ports-to-Plains Alliance
San Antonio	Vic Boyer, Executive Director, San Antonio Mobility Coalition
South Texas / Valley	Pat Townsend, President, Rio Grande Partnership

**If you think Texas should better maintain the condition of its highways, mitigate unsafe roadway conditions, provide better connectivity, and add capacity to reduce rising roadway congestion and to serve population growth, we invite you to join the coalition today.**

To join as a member and/or to support the coalition's work with a financial contribution, please contact Vic Suhm at [vic@ntc-dfw.org](mailto:vic@ntc-dfw.org) or (817) 262-7230. Please make contributions payable to: Transportation Advocates of Texas, Inc., P.O. Box 610246, DFW Airport, Texas 75261.



# TEXAS TRANSPORTATION FACT SHEET

The purpose of transportation is to move people and goods efficiently. Not achieving this goal jeopardizes the Texas economy and reduces Texans' quality of life.

The status quo of our state's transportation system is not sustainable.

- The condition of Texas roadways is declining.
- Maintenance costs are rising as heavy truck traffic increases and pavements age.
- Delays from traffic congestion are increasing.
- Moving people and goods safely and efficiently requires a large, on-going investment.
- Current transportation revenues are too low to fund Texas' priority transportation needs.

The cost of doing nothing about it, or simply ignoring the problem, is not economically sustainable.

- Poorly maintained roads cost Texas motorists on average \$336 a year in unnecessary vehicle repairs.
- Congestion-driven delay costs Texans \$6.7 billion (2007) in wasted time and fuel.
- Inefficient transportation drives away business and erodes our tax base.

We are not keeping up with an aging system of infrastructure, or other states.

- Texas pavement scores are declining each year.
- Annual pavement maintenance and rehabilitation needs are nearly \$4.0 billion, while annual maintenance and rehabilitation expenditures have been around \$1.7 billion.
- Peer states spend two plus times more per lane mile for pavement maintenance and rehabilitation.

Our rapid population growth combined with under-funded roads has created a mobility crisis.

- Texas' population increased 53% and daily vehicle miles traveled increased 103% over the last 25 years.
- Texas adds more population each year than any other state.
- Dallas/Fort Worth and Houston each add more population annually than any other U.S. region.
- Texas will grow at a rate twice the national average and add 15.6 million residents by 2035 (a 61% growth rate).
- And with all this population growth, there is no new money available for added roadway capacity beginning in 2012 unless the Legislature provides new transportation revenue or the Transportation Commission chooses to sacrifice highway maintenance.

Funding sources have remained stagnant for decades, while construction costs have risen.

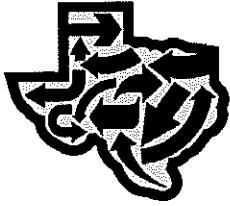
- The state gas tax rate has been \$0.20/gallon since 1991; the federal rate has been \$0.184 since 1993; vehicle registration fee rates have not been raised since 1985.
- The motor fuel tax and vehicle registration fee account for 78% of state highway fund revenues.
- These tax and fee revenues do not increase when product prices rise, yet the costs they support – roadway maintenance and construction – do increase when the economy is growing.
- Highway construction costs in Texas increased 65 percent between 2002 and 2008.
- Motor fuel tax revenue is declining as vehicles become more fuel efficient--the decline from 2008 to 2009 was 2.17%.

Texans pay much less in transportation costs than the rest of the nation and world.

- At \$0.384/gallon, our tax burden is about 14 percent of the product price, compared to a 60-to-70 percent tax burden on motor fuel in many other modern, developed economies of the world.
- The U.S. average rate is \$0.45/gallon; the low is \$0.264 and the high is \$0.670.
- Eleven states have a lower rate and 38 states a higher rate than Texas.

How much would raising the gas tax actually cost an individual motorist?

Distance driven per year:	10,000 miles	15,000 miles	20,000 miles
Average vehicle fuel efficiency:	24 miles / gallon	24 miles / gallon	24 miles / gallon
Cost of \$0.10/gal tax increase:	\$3.47 / month	\$5.21 / month	\$6.94 / month
Cost of \$0.20/gal tax increase:	\$6.94 / month	\$10.42 / month	\$13.89 / month



# TRANSPORTATION ADVOCATES OF TEXAS, INC.

*Texans working together to secure resources for transportation investment to enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.*

## Coalition Membership Form

Transportation Advocates of Texas, Inc., a growing statewide coalition of individuals, businesses, associations, regional organizations, chambers of commerce, economic development entities and local governments, was established in January 2010 with one common agenda: to improve transportation in Texas. Together, we are building a grassroots movement that will empower citizens and businesses across the state to advocate for increased transportation investments that will preserve our quality of life and support our economic vitality.

**We invite you to become a member of our statewide coalition today, and join hundreds of other Texas citizens and businesses working together to secure transportation resources that will enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure, and energize the Texas economy.**

### **Individual Membership**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City, State Zip \_\_\_\_\_  
Email Address \_\_\_\_\_

### **Corporate/Organizational Membership**

Name \_\_\_\_\_  
Title \_\_\_\_\_  
Company \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Email Address \_\_\_\_\_

- I would like to join the coalition (no dues required).
- I would like to contribute to the coalition's statewide grassroots educational effort.  
     \$ \_\_\_\_\_ individually                      \$ \_\_\_\_\_ organizationally

*Note:* Members agree to participate in the conversation about transportation, to educate Texans about transportation needs, and to work constructively to develop a consensus agenda to address transportation needs. Members consent to the use of their names in coalition publications, including in lists of supporters of the coalition and its legislative agenda. Recognizing that the legislative process is a dynamic one, the coalition agenda may change during the legislative session; therefore, the coalition will permit a member upon request to withdraw from coalition membership.

- You can use my name during the public education campaign but I reserve my consent for use of my name in support of the legislative agenda until I see and approve its contents.

Please make checks payable to Transportation Advocates of Texas, Inc. and mail to: P.O. Box 610246, DFW Airport, Texas 75261. Transportation Advocates of Texas, Inc. is a Texas not-for-profit corporation (501.c.6, tax ID # 27 2699942). Please check with your tax advisor on the deductibility of any contributions.

For questions or more information, please contact Vic Suhm at [vic@ntc-dfw.org](mailto:vic@ntc-dfw.org) or (817) 262-7320.



## TRANSPORTATION ADVOCATES OF TEXAS, INC.

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### Response to Texas Conservative Coalition “Analysis”

Does Texas have a problem funding transportation projects? Some may not think so. But, the evidence suggests otherwise.

Study after study finds that Texas is not adequately investing in transportation infrastructure projects. One study, for example, shows that the amount of time commuters spend in congestion has increased X percent and costs XX (million/billion?) in wasted time.

Our own analysis shows the Legislature appropriated \$8.85 billion to TxDOT in fiscal year 2011. However, almost \$2.9 billion comes from various bond programs, one-time federal stimulus funds or the "concession" fee paid on SH 121, which is also a one-time source and can only be used in the Dallas area. In addition, \$828 million is appropriated to pay debt service on previously issued bonds.

In the end, the sustainable part of the TxDOT budget is about \$5 billion annually. To average \$7.6 billion a year in transportation funding, as some suggest, taxpayers would have to approve, and the Legislature appropriate, about \$2.6 billion in general obligation bonds each year for the next 20 years. That's over \$50 billion in additional debt.

Not only is that unrealistic, it probably isn't even possible because many believe that Texas is already bumping against a constitutional debt ceiling.

Is it really the Texas way to pile debt on top of debt on top of debt rather than maintain a pay-as-you-go philosophy? That is a fundamental question that the Legislature will confront in 2011.

Texas once had the nation's best surface transportation system. Not any longer. The capacity and condition of our transportation infrastructure and the reliability of travel in our urban areas are declining because we continue to under-invest in transportation operations, maintenance and construction; we're not adding capacity to serve our state's population growth.

Without increasing revenue dedicated to transportation, we are simply unable to invest enough to meet our transportation needs.

RESOLUTION  
ENDORISING THE CONVERSATION TO INFORM TEXANS OF  
TRANSPORTATION NEEDS AND URGING THE 82<sup>ND</sup> TEXAS  
LEGISLATURE TO ENACT REVENUE MEASURES  
TO FUND TRANSPORTATION INVESTMENT

WHEREAS, a statewide coalition -Transportation Advocates of Texas, Inc. - is engaging Texans in a conversation to inform them of transportation needs and to develop a consensus agenda to improve our state's transportation system; and

WHEREAS, without new revenue or diversion of needed maintenance funding, there will be no new funding for added transportation capacity in Texas beginning in 2012; and

WHEREAS, Texas is adding more population annually than any other state and its metropolitan areas are adding more population than other U.S. regions; and

WHEREAS, the condition of Texas roadways is declining because of underinvestment in maintenance; and

WHEREAS, delays from traffic congestion are increasing because of underinvestment in infrastructure to provide the capacity to serve population growth; and

WHEREAS, the quality of life of Texans declines to the extent that transportation fails to move people and goods efficiently; and

WHEREAS, failing to provide for a transportation system that moves people and goods efficiently jeopardizes the strength and vitality of the Texas economy; and

WHEREAS, moving people and goods safely and efficiently requires a large, on-going investment; and

WHEREAS, current transportation revenues are too low to fund Texas' priority transportation needs.

WHEREAS, Texans want and deserve transportation improvements that enhance mobility, improve air quality, relieve gridlock, maintain existing infrastructure and energize the Texas economy.

NOW THEREFORE BE IT RESOLVED BY \_\_\_\_\_ that

Section 1. \_\_\_\_\_ endorses the statewide conversation to inform Texans of transportation needs and to develop a consensus agenda to improve Texas transportation and encourages Texans to participate in the conversation.

Section 2. \_\_\_\_\_ urges the 82<sup>nd</sup> Texas Legislature to enact revenue measures to fund investment needed to improve Texas transportation.

Section 3. A copy of this resolution shall be forwarded to the Texas Legislature, to media and to Transportation Advocates of Texas, Inc.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2010.

\_\_\_\_\_



## TRANSPORTATION ADVOCATES OF TEXAS, INC.

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Circa 2010-11

It's time for Texans to decide what kind of transportation system they want.

We can sit back and watch our infrastructure continue to decline or we can step up and tell the Texas Legislature we're tired of traffic congestion and the resulting delays, rough pavements, the lack of modal choices, and missed economic growth opportunities. Only the Legislature can solve the problem and they won't do it unless we tell them to.

Did you know that there will be no new money for added roadway capacity as early as 2012 unless the Texas Legislature increases revenue to fund transportation or unless the Texas Transportation Commission diverts resources desperately needed for maintenance? Having no money for transportation system capacity in a state that has the largest annual population increase of any state in the country is not a good situation. If you think traffic congestion and associated delays are bad now, just wait and see how much worse they are about to become.

Did you know that Texans are paying a high price today for vehicle repairs caused by poor road conditions? Earlier in 2010, the Texas Public Interest Research Group completed a study that determined that Texans on average are spending \$336 annually on vehicle repairs caused by poor road conditions--repairs that would be unnecessary if we invested enough to properly maintain pavements and safe roads. Pavement scores are declining annually because we simply do not invest enough in maintenance.

Traffic congestion causes us to waste fuel, lose precious time, and emit more pollutants into the air, and poor pavement conditions cause us to incur otherwise unnecessary vehicle repair expenses. And we are incurring other costs today because our transportation system does not perform as well as it should. Congestion and delay drive up the delivery cost of consumer goods and reduce productivity, so we as consumers pay more for groceries, clothing, appliances, and the many other products that we routinely purchase. Communities without a transportation system that moves people and goods efficiently are often not attractive to businesses seeking to expand or relocate, so they miss out on economic growth opportunities, their tax bases stagnate, and either their tax rates escalate or their public services decline.

What is the value of your time? How much time does traffic congestion add to your daily commute? The average driver in Houston or Dallas/Fort Worth spends more than 50 hours a year sitting in traffic going nowhere. This is time you could be spending at home relaxing with your family--lost time that you can never retrieve.

Why do we not have enough money to provide needed transportation capacity and good maintenance? Most of the revenue to fund transportation investment comes from two sources, the motor fuels tax and the vehicle registration fee. The rates at which these two revenue sources are levied were set many years ago--1985 for the vehicle registration fees, 1991 for the state motor fuels tax and 1993 for the federal motor fuels tax. Meanwhile the costs to maintain and construct transportation infrastructure have risen steadily over the years, widening the gap between available revenues and the costs those revenues fund. Other factors also contribute to the widening gap between resources and needs, such as (a) declining gas tax revenue due to increased vehicle fuel efficiency and (b) higher maintenance costs because infrastructure is getting older and is experiencing more damage from growth in heavy truck traffic.

What about modal choice? Today more and more people are looking for alternatives to the traditional single occupant automobile as a mode of travel. Some prefer a life style change that allows them to live in a mixed use environment where there is pedestrian access to home, work, retail, and entertainment. Some prefer travel by bicycle. Some prefer mass transit, such as modern street cars, traditional bus, rapid bus, commuter rail or light rail. These modal choices require substantial investment that in many cases exceeds current transportation revenue capacity.

How does the cost we are paying today for transportation compare with those being paid elsewhere? Have you ever purchased gasoline in Canada, Japan, England, Germany, France or other modern economy of the world? If so, it's likely you paid three or four times the amount you pay in this country. The cost difference is tax. The motor fuel tax in the U.S. is about 14% of the total product price, while it's typically 60-to-70% in other industrialized countries. In the U.S., 11 states have a lower gas tax rate and 38 states a higher rate than Texas. And the vehicle registration fee is considerably lower in Texas than other states. If Texas were to increase its gas tax rate by ten cents per gallon, it would cost the average driver about \$5 a month more than he or she is paying now.

What kind of transportation system do we want? Are we willing to spend \$5 or \$10 more a month to have safe and reliable transportation, to have travel choices, to sustain our economy? Aren't we really spending more in hidden taxes now to live with the problem?

## **AGENDA ITEM # 2**

The coalition steering committee decided July 7 that the coalition would benefit by developing a set of written protocols for how it conducts business and makes decisions. Beth Ann Ray and Marisol Robles volunteered to produce a first draft for review and discussion. We've done some editing and offer these for your consideration.

### **Operating Protocols**

1. Coalition decision making shall occur by consensus. In the event a consensus cannot be achieved, the Steering Committee will consider the issue at a separate meeting and report back to the coalition.
2. Steering Committee decision making shall occur by consensus. When a consensus cannot be achieved, decisions shall be made by majority vote of Steering Committee members present physically and via teleconference, which may require a roll-call vote.
3. Meetings of the Steering Committee shall generally be open to all coalition members who desire to participate, but the Steering Committee may on occasion call on executive (closed) session if requested by three or more Steering Committee members. Meeting agenda shall be posted on the coalition's web site at least 24 hours in advance in the meeting.
4. The coalition shall meet in Austin monthly unless the Steering Committee concurs that a meeting is unneeded.
5. The Steering Committee shall meet at least monthly, in person or by conference call. Any member of the Steering Committee may call a meeting. Coalition members shall be notified of each called meeting.
6. The Steering Committee shall approve
  - a. official legislative committee testimony on behalf of the coalition
  - b. any contract or expenditure in excess of \$100
  - c. coalition materials and collateral
  - d. budget and fundraising goal

## **AGENDA ITEM # 3**

There has been discussion from time-to-time that the coalition would benefit by recruiting into its leadership ranks one or more persons of stature and high name recognition. If any one has identified one or more appropriate names that we might try to recruit, please bring those forward at the meeting. Otherwise, we need to develop a process that we can use to identify and recruit such individuals. There is a desire on the part of some to expand/refine the coalition's organizational structure...possibly by establishing a board of directors, an executive committee and several officers (Chair, Vice Chair, Treasurer, Secretary) and to provide a seat on the governing body for those who make large (\$5,000 or more) contributions to support the work of the coalition. We probably ought not select officers until we decide if we are going to recruit high profile recognizable names into the coalition's governing structure.

## AGENDA ITEM # 4

We have always had a goal of identifying and documenting the status quo or do nothing cost of transportation, so we could compare it with the tax/fee cost of providing improved transportation. Below are two outline attempts at identifying what components should go into the costs of continuing the status quo level of transportation investment. The first one is one TTI is working on now (report due mid August)...the yellow highlights will not be in the TTI report...the second one is another attempt to say what the cost components might be. The questions to discuss are (1) what costs do we want to document that are not being documented by TTI and (2) how do we document those and pay for any cost of such documentation?

### **The Cost of Doing Nothing to Solve Transportation Funding in Texas**

How much will it cost our economy?

- How many jobs are being lost? How many jobs lost in construction and engineering industries alone? Impact of trend into future - How many more will be lost if we do nothing?
- How many businesses have relocated/chosen another state in which to locate? Impact of trend into future- How many will relocate/choose to locate in other states?
- How much is it currently costing and how much will it cost Texas businesses?
- How many more regions will go into non attainment/how much Federal Funding will this cost the state?
- How many additional health problems will be caused by the decreased air quality? Costs of treatment? How many state and federal dollars will this cost?

How much personal (or household) costs for transportation increase?

- Baseline fully burdened costs now (insurance, maintenance, fuel, etc.)
- Then look at increases caused by:
  - Congestion-time wasted sitting in traffic
  - Increases in fuel consumption (excluding rising prices)
  - Increased health costs (time away from family, social activities, increased frustration, decreased productivity, etc)
  - Vehicle repair costs from deteriorated pavement
  - Insurance, legal, medical, travel and productivity costs from crashes
  - Health care costs due to air pollution

How much is it costing local businesses?

- Increased supply chain costs
- How much will cost of goods increase? What will the additional cost be per household?

How much business efficiency cost? Including employment costs increases, lost employee productivity, and decrease in ability to retention/attract new employees.

Other items to consider:

- Does it cost more to maintain infrastructure when you let it deteriorate beyond a certain point (i.e. you get into a downward spiral where you let it go longer and then it just

becomes increasingly difficult and expensive to maintain at an acceptable level)? Can you then conclude that you would have to raise taxes even more the longer you wait?

- What happens to our ports as the roads that connect them to the rest of the country become overly congested and poorly maintained?
- Which industries are specifically affected by inadequate transportation infrastructure, particularly those beyond just the obvious of trucking (oil and gas, agriculture, manufacturing?) Highlight the ones that will suffer the most.

### **The Cost of Doing Nothing**

#### **A. Economic Effects**

1. Employment
  - a. Direct – job losses in the design, construction, and supplier industry
  - b. Indirect – job losses due to generally diminished economic activity
  - c. Lost opportunities – failure of employers to come to Texas, loss of employers to less congested areas
2. Increased costs of goods and services
  - a. Productivity losses due to longer and less predictable delivery and travel times
  - b. Increased inventories needed to accommodate longer and less predictable delivery times
3. Increased costs of vehicle maintenance due to diminished maintenance
4. Increased operational costs due to diminished fuel efficiencies

#### **B. Environmental Effects**

1. Diminished air quality due to increased congestion

#### **C. Public Safety Effects**

1. Increased incidence of injury and death due to increased congestion and modal conflicts
2. Increased incidence of injury and death due to deferred safety improvements
3. Increased incidence of injury and death due to failed infrastructure
4. Slower response times by emergency responders

#### **D. Quality of life Effects**

1. Longer, less pleasant commutes
2. Longer, less pleasant recreational trips

### **AGENDA ITEM #5**

The question has arisen as to the time frame of our campaign relative to what realistically we might expect to accomplish in the 82<sup>nd</sup> session, i.e., are we looking at an extended effort...one that might cover two or three sessions or just the upcoming session?

It is highly unlikely that any campaign could ever achieve a complete bridging of the funding gap in a single session. The annual funding gap is in the \$8 billion range. A ten cent gas tax increase without any diversions would only produce \$1.54 billion. Moreover, we don't know

where the statewide web-based conversation will lead in terms of an agenda for the 82<sup>nd</sup> session, nor do we know yet if others outside our coalition may develop a different legislative agenda for transportation. For example, some back room discussion is now occurring about (1) removing the motor fuel sales tax exemption as opposed to increasing the tax rate and (2) increasing the vehicle registration fee statewide, so it is too early to predict what might be achievable in the 82<sup>nd</sup> session. It is however pretty certain that multiple sessions will be required to close the funding gap in the event Texans decide they want a first class transportation system.

## **AGENDA ITEM #6**

This is an open agenda item.

As an FYI, we have purchased the domain name Texas Transportation.org for one year [\$14.95]. Daniel Greer of Empower Texans has reserved several domain names that copy or resemble our corporate name: TATI.com, TATI.org, TATI.net, TATX.com, TATX.net, Transportation Advocates.org, TransportationAdvocatesOfTexas.com, TexasTransportationAdvocates.com and TexasTransportationAdvocates.org, no doubt so that they aren't available to us for our use.

Some other possible domain names that we may wish to consider...we can reserve one or more if you like:

Unlock Gridlock  
Tackle Texas Traffic  
Texas Deserves Mobility  
Traffic Solutions Now! Or Transportation Solution Now!  
Transport Texas  
*Travel Solutions for the 21<sup>st</sup> Century*  
Cease Congestion  
Texas-Size Traffic Solutions for every *Town*