86R23753 KSM-F

By:  Landgraf, Zerwas, Canales, Goldman, H.C.R. No. 147

     Thierry, et al.

CONCURRENT RESOLUTION

WHEREAS, Texas is experiencing dramatic economic and population growth, bringing in top companies and some of the greatest talent in the nation, yet it is facing great challenges in creating and maintaining the transportation system that Texans need; and

WHEREAS, Texas continues to endure a structural funding inequity that results in the state consistently receiving less than its fair share of federal transportation dollars; and

WHEREAS, According to the Federal Highway Administration, in federal fiscal year 2019, Texas is the only "donor" state, receiving only 95 cents back for every dollar it sends to Washington in federal fuel taxes; and

WHEREAS, The inequity of being the only "donor" state amounted to a loss of up to $940 million by Texas motorists in federal fiscal year 2019, with Texas taxpayers being forced to pay for infrastructure in other states; and

WHEREAS, In federal fiscal year 2019, Texas was the only state not to receive any benefit from the billions of dollars in general fund revenue and other federal sources transferred to the highway trust fund; and

WHEREAS, Congress uses 2000 census data in its formula funding, and in 2000, the Texas population was 20 million; it has since grown by nearly 50 percent and is now estimated at over 29 million; and

WHEREAS, While the Texas congressional delegation has worked to protect the state's dollars and improve Texas' "rate of return" for many years, nearly two decades of population growth is not reflected in the distribution of federal transportation dollars, since Congress stopped updating performance inputs for the formulas used for distributing federal aid apportionments and allocations to states out of the highway trust fund account; and

WHEREAS, This imbalance weakens Texas' ability to provide a safe transportation system, develop and build local projects, address traffic congestion, move freight efficiently across the state, and maintain the infrastructure that Texans deserve; now, therefore, be it

RESOLVED, That the 86th Legislature of the State of Texas hereby respectfully urge the U.S. Congress to work collectively toward a fair, equitable, and logical approach to federal transportation funding in any new federal transportation legislation that Congress considers; and, be it further

RESOLVED, That provisions in legislation should include but not be limited to:

(a)  Adjustments to ensure that each state receives an aggregate apportionment equal to at least 95 percent of the percentage of estimated tax payments attributable to highway users in the state paid into the highway trust fund (other than the Mass Transit Account) in the most recent fiscal year for which data are available; and

(b)  Updating of federal formulas for distributing funding to states to include current data and metrics, including the most recent decennial census; and, be it further

RESOLVED, That the Texas secretary of state forward official copies of this resolution to the president of the United States, to the president of the Senate and the speaker of the House of Representatives of the United States Congress, and to all the members of the Texas delegation to Congress with the request that this resolution be entered in the Congressional Record as a memorial to the Congress of the United States of America.