

## Rail North Texas Revenue Summary

### Revenue Summary\* (Billions, actual dollars)

	Sales Tax <sup>1</sup>	Gas Sales Tax <sup>2</sup>	Local Options Gas Tax <sup>3</sup>	Motor Vehicle Sales Tax <sup>4</sup>	Motor Vehicle Registration Fee <sup>5</sup>	VMT Tax <sup>6</sup>	New Resident Impact Fee <sup>7</sup>
<i>Base Fee/Assumption</i>	<i>½ cent</i>	<i>3%</i>	<i>\$0.10 per gallon</i>	<i>1%</i>	<i>\$10.00 per vehicle</i>	<i>\$0.0025 per mile</i>	<i>\$100.00 per vehicle</i>
YR 2010-15	\$1.663	\$1.712	\$1.647	\$0.730	\$0.175	\$0.466	\$0.041
YR 2016-20	\$1.771	\$2.115	\$1.639	\$0.722	\$0.165	\$0.447	\$0.038
YR 2021-25	\$2.177	\$3.243	\$2.059	\$0.828	\$0.181	\$0.505	\$0.031
YR 2026-30	\$2.662	\$5.143	\$2.681	\$0.945	\$0.197	\$0.571	\$0.033
<b>Total</b>	<b>\$8.273</b>	<b>\$12.213</b>	<b>\$8.026</b>	<b>\$3.225</b>	<b>\$0.718</b>	<b>\$1.989</b>	<b>\$0.143</b>

\* Does not include revenue from DART & DCTA cities or Grapevine

#### 1. Sales Tax

- ½ cent sales tax
- 2.68% inflationary factor
- Uses county growth rates to account for an increase in population

*Accounts for inflation and growth in population*

#### 2. Gas Sales Tax

- 3% sales tax on motor vehicle fuels
  - In 2007, equals about \$0.09 a gallon
- Median annual growth rate of 2.66% in consumption of motor vehicle fuels
  - Accounts for effect of new CAFE standards (Clean Energy Act of 2007)
- 4.02% inflationary factor for cost of fuel
  - 2007 base price for motor fuels \$2.85 a gallon
- Assumes percentage of county population to state population is proportional to consumption

*Accounts for inflation, growth in population, and improved fuel economy*

#### 3. Local Option Gas Tax

- \$0.10 tax per gallon
- Median annual growth rate of 2.66% in consumption of motor vehicle fuels
  - Accounts for effect of new CAFE standards (Clean Energy Act of 2007)
- Assumes percentage of county population to state population is proportional to consumption
- Assumes tax is fixed over time
- Demonstrates revenue impact with no inflation (\$8.026 billion vs. \$12.213 billion)

*Accounts for growth in population and improved fuel economy*

**4. Motor Vehicle Sales Tax**

- 1% sales tax on motor vehicles to illustrate an order of magnitude
- 0.94% inflationary factor for cost of vehicles (1.24% for new vehicles and 0.82% for used vehicles)
  - Used vehicle sales account for approximately 72% of all vehicle sales
- Growth in vehicle sales is assumed to be proportional to growth in county population

*Accounts for inflation and growth in population*

**5. Motor Vehicle Registration Fee**

- \$10.00 fee per registered vehicle
- Growth in registered vehicles is assumed to be proportional to growth in county population
- Assumes fee is fixed over time

*Accounts for growth in population*

**6. VMT Tax**

- \$0.0025 fee per mile
  - Approximately \$30 annually for the average driver
- 2.06% annual growth rate for regional VMT
- Assumes county population is proportional to share of regional VMT

*Accounts for growth in population*

**7. New Resident Impact Fee**

- \$100 fee on vehicles of new residents
- Assumes relationship between household size and vehicle ownership per household does not change over time
- Uses county growth rates to account for an increase in population
- Assumes fee is fixed over time

*Accounts for growth in population growth*

**8. Reinvestment Zones**

**9. Public Private Partnerships/Borrowing Capacity**

**10. Retirement of Portions of 4A/4B**

**11. Parking Fees/Increased Rail Fares**

**12. Managed Lane Guarantee**

**Next Steps...**

- **Corridors**
- **Cash Flows**