

EVERY HIGHWAY DISTRICT IN THE STATE IS IN NEED OF ROAD AND SAFETY IMPROVEMENTS. THIS DOES NOT HAPPEN FOR TWO REASONS:

- 1. TXDOT PERFORMANCE**
- 2. LOW PRIORITY GIVEN TO PUBLIC ROADS BY THE STATE**

PUBLIC ROADS ARE A LOW PRIORITY FOR THE STATE -

IN 30 YEARS STATE BUDGET WAS UP 8.66 TIMES

IN 30 YEARS ROAD WORK WENT UP 2.69 TIMES

1980 STATE BUDGET \$10.22 BILLION

PUBLIC ROAD MAINTENANCE – NEW CONSTRUCTION WAS \$1.58 BILLION

RATIO OF 15.45 % OF BUDGET

2009 STATE BUDGET \$88.575 BILLION

PUBLIC ROAD MAINTENANCE – NEW CONSTRUCTION WAS \$4.252879 BILLION

RATIO OF 4.8% BUDGET

THERE YOU HAVE IT – PUBLIC ROADS ARE A LOW PRIORITY OF THE

STATE. THE TAXPAYER HAS BEEN SHORT CHANGED WITH ONLY

FRACTIONAL AMOUNTS OF THE BILLIONS OF TAX DOLLARS PAID IN ARE APPLIED TO PUBLIC ROADS AND ROAD MAINTENANCE.

RESTITUTION MUST BE IMPLEMENTED.

RESTITUTION OF \$12 BILLION – DIVERSIONS NEED TO BE

CORRECTED BY TEMPORARILY TRANSFERRING AUTO-TRUCK

**SALES TAX (INCLUDING PARTS SALES) TO PUBLIC ROADS, ALMOST \$4
BILLION PER YEAR.**

**DALLAS – FT. WORTH COULD BUILD \$2.34 BILLION MORE
PUBLIC ROADS**

HOUSTON COULD BUILD \$1.98 BILLION MORE PUBLIC ROADS

**AUSTIN-SAN ANTONIO COULD BUILD \$1.53 BILLION MORE
PUBLIC ROADS**

**THE SMALLER CITIES AND RURAL AREAS COULD BUILD \$3.15 B
BEFORE THE PUBLIC IS ASKED TO PAY MORE IN NEW TAXES, REFORM
OF ROAD POLICY MUST OCCUR.**

REFORMS:

1. STOP BUILDING ROADS WITH DEBT

A. STATE ROAD DEBT IS \$12 BILLION

B. OFF BUDGET ROAD DEBT IS \$12.7 BILLION PLUS

C. TOLL ROAD DEBT AND COSTS TO RUN TOLL ROAD

BUREAUCRACY ARE UNAFFORDABLE

UNSUSTAINABLE

UNACCEPTABLE

2. END DIVERSIONS

3. INCREASE TXDOT EFFICIENCY

A. WASTEFUL SPENDING - \$15,000 FOR EACH

MEDALLION

B. \$78,000 FOR A BLINKING

LIGHT

C. \$40 MILLION GRANTS-LOANS TO RMAS

D. \$20 MILLION TO RMA FOR MANAGEMENT

FEE

TXDOT MUST HALT THE SIPHONING OF BILLIONS OF DOLLARS FROM PUBLIC ROADS TO CONVERT PUBLIC RIGHT OF WAYS INTO TOLL ROADS AND PRIVATE OWNED TOLL ROADS.

4. STOP TOLLS

5. STOP CDAS

I DON'T LIKE TAX INCREASES. NO ONE LIKES TAX INCREASES.

HOWEVER, THE OFF BUDGET TAX INCREASES THE STATE HAS LAID ON DRIVERS THROUGH TOLLS, PRIVATIZING TEXAS ROADS, BOND DEBT, ON BUDGET AND OFF BUDGET ARE CONFISCATORY TAXES. THIS MUST BE STOPPED .

THE TOLL TAX OF \$.17 - \$.75 PER MILE AVERAGE CAR PAYS \$4 TO \$17/GALLON GAS EXTRA FOR TOLL ROADS.

GOTTCHA COVERED - THE STATE WIDE GAS TAX PER GALLON IS THE MOST EFFICIENT AND MOST FISCALLY RESPONSIBLE WAY TO FUND

ROADS.

**A STATE WIDE UNIFORM PUBLIC ROAD SYSTEM, FUNDED AT THE
STATE LEVEL – FREELY ACCESSIBLE BY ALL CITIZENS IS THE PROPER
AND RIGHTFUL DUTY OF THE STATE.**

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