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THE TEXAS MOTOR CARRIER INDUSTRY

STATISTICS AND SOURCES OF INFORMATION

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INTRODUCTION

Numerous state and national agencies, public and private, generate data and documents containing information relevant to truck and bus industry operations. There is, however, no single source that identifies the various sources and documents available or compiles this information into one volume. In response to this need, the researchers gathered various sources of information pertaining to the Texas truck and bus industry and compiled and manipulated the data into a usable and relevant form. The information contained in this report is a product of that effort.

The main body of the report is separated into five sections. Sections one through three present tables of information relating to different aspects of the truck and bus industry, section four provides notes and comments to the tables, and section five is an annotated bibliography of sources reviewed for this research effort. Two appendices, one describing the procedures for allocating truck and bus taxes and one presenting agency/organization contacts, complete the report.

At the outset of the research project, it was necessary to define more clearly the motor carrier and bus industry, especially in determining the types and amounts of taxes and fees paid. Section one presents data relating to truck industry operations. The tables presented in section one generally reflect the characteristics of the truck and bus industry. This is important to note, since most summaries of the industry presented in other publications include all vehicles registered as trucks. Consequently, a large number of vehicles, mostly pickup trucks, that are not used for commercial or business purposes are included, resulting in a distorted picture of the industry. This problem occurs because most states do not categorize the primary use of single unit trucks during the registration or licensing process. Texas, for example, registers all single unit trucks, except farm trucks, as commercial trucks. The information contained in the tables that reflect the motor carrier industry take into account this problem, and every effort is made to remove the vehicles used for personal transportation from the industry summaries.

The second section deals exclusively with taxes and fees paid by owners and operators of motor vehicles. Highway user fees are the principle sources of income for highway transportation programs. As the name implies, users of the roadway are assessed a fee for the right to operate on the highway

system. The traditional highway user fees are fuel taxes, registration fees, and some sales taxes. In addition to highway user fees, there are a variety of taxes and other charges that relate to the operation of vehicles. Included in this group are inspection fees, driver license fees, and some sales taxes. There is a great deal of debate regarding which taxes and fees should be designated for highways, general revenues, or for other purposes. No attempt is made in section two to define which taxes and fees should be regarded as user fees, general revenue fees, etc. Nearly all taxes and fees associated with the ownership and/or operation of a vehicle are presented. It is left to the individual reader to determine which tax or fee is an appropriate user charge.

Allocation procedures were developed to determine the amount of taxes and fees paid by the truck and bus industry. These procedures are noted in the note to table 2.6 and are documented in Appendix A.

The third section presents tables relating to the economic significance of the truck and bus industry. Information is presented relating to the different commodities hauled by the motor carrier industry, annual revenues, number of establishments, annual employment, and wages. Additionally, information is provided on the Texas agricultural industry (tables 3.3 and 3.4) and the petroleum industry (table 3.7). Both of these industries depend heavily on the motor carrier industry. All information presented in section three relates to Texas except table 3.8 which is for the entire United States.

The fourth section contains notes to the tables in sections one, two, and three.

The fifth section lists the various publications and sources which contain statistics relevant to the motor carrier industry in Texas and provides a list of contact people in various state, federal, and private agencies. The title, agency of publication, and where relevant, a contact, is given for each publication cited. Finally, the publications are subdivided into federal sources, state sources and others (associations, books, etc.).

The documents listed in this report were located through telephone interviews and library research. Where the contact is listed as the Perry-Castaneda Library (PCL), this information was obtained from the PCL shelves and the call numbers are provided for future reference. Most sources listed in the report are primary sources obtained by the aforementioned methods.

SECTION I
DESCRIPTION OF MOTOR VEHICLES

Table 1.1
Trucks by Major Use

	Number of Trucks (thousands)	Percent of Total
Agriculture	340.0	11.75%
Forestry and Lumbering	3.1	0.11%
Mining and Quarrying	59.3	2.05%
Construction	320.0	11.06%
Manufacturing	39.7	1.37%
Wholesale Trade	142.4	4.92%
Retail Trade	90.9	3.14%
For-hire Transportation	51.6	1.78%
Utilities	81.8	2.83%
Services	172.6	5.97%
Daily Rental	10.7	0.37%
Personal Transportation	1,551.2	53.62%
Other*	7.6	0.26%
Not in Use	21.9	0.76%
TOTAL	2,892.8	100.00%

*includes "not reported"

Source: U.S. Department of Commerce, Bureau of the Census, 1982 Census of Transportation: Truck Inventory and Use Survey, Texas.

Table 1.2
Trucks by Operator Classification*

Not for hire	95.304%
For hire:	
Motor Carrier	3.064%
Owner-Operator	.827%
Daily Rental	.798%
Mixed Use	.007%
Total For hire	4.696%
ALL TRUCKS	100.000%

*Excludes vehicles used for personal transportation

Source: U.S. Department of Commerce, Bureau of the
Census, 1982 Census of Transportation: Truck Inventory and
Use Survey, Texas.

Table 1.3
Trucks by Type of Jurisdiction*

Interstate	41.5%
Intrastate	24.0%
Local	34.5%
TOTAL	100.0%

*Excludes vehicles used for personal transportation

Source: U.S. Department of Commerce, Bureau of the
Census, 1982 Census of Transportation: Truck Inventory
and Use Survey, Texas.

Table 1.4
Trucks by Type of Carrier Service

Exempt	15.8%
Contract	21.4%
Common	62.8%
TOTAL	100.0%

Source: U.S. Department of Commerce, Bureau of the
Census, 1982 Census of Transportation: Truck Inventory
and Use.

Table 1.5
Registered Buses and Trucks, 1986

	<u>Number of Vehicles</u>	<u>Percent of Total</u>
Commercial Truck*	3,390,605	69.190%
Farm Truck	155,829	3.180%
Combination Units	73,187	1.493%
Apportioned Units	64,272	1.312%
Farm Combination	2,279	0.047%
Motor Bus	967	0.020%
City Bus	305	0.006%
Private Bus	10,548	0.215%
Trailers	849,7491	7.340%
Token Trailer	168,425	3.437%
Tractor	358	0.007%
Farm Trailer	145,175	2.963%
Machinery	36,903	0.753%
Fertilizer Truck	1,199	0.024%
Soil Conservation	518	0.011%
Disaster Relief	77	0.002%
 TOTAL	 4,900,396	 100.000%

* The Motor Vehicle Division registers all trucks, other than farm vehicles, as commercial, including vehicles used for personal transportation purposes.

Source: Texas State Department of Highways and Public Transportation, Division of Motor Vehicles, Support Operations, "Summary of Vehicle Registration and Title Transactions for Calendar Year 1986," June 1987.

Table 1.6
Number of Trucks/Buses Used for Commercial Purposes

	Number of <u>Vehicles</u>	Percent of <u>Total</u>
Single Unit Trucks	1,654,322	55.17%
Combination Trucks	132,003	4.40%
Buses	12,221	0.41%
Trailers	1,163,349	38.79%
Other Vehicles	36,903	1.23%
TOTAL	2,998,798	100.00%

Source: Based on Texas SDHPT, Division of Motor Vehicles, Support Operations, "Summary of Vehicle Registration and Title Transactions for Calendar Year 1986," June 1987; 1982 Census of Transportation: Truck Inventory and Use Survey, Texas; and Center for Transportation Research, University of Texas at Austin calculations.

SECTION II
TAXES AND FEES

Table 2.1
Fees and Taxes Paid by Vehicle Owner/Operators

STATE TAXES

Motor Fuel Taxes

A 15¢ excise tax on the sale or use of gasoline, diesel, and liquefied gas.

Motor Vehicle Sales and Use Tax

A 6 percent tax on the retail sales price of a motor vehicle sold in Texas or purchased outside the state but used in Texas, less the value of a trade-in. (Of the total tax collected, 5 percent is retained by the County Tax Assessor-Collector.)

Interstate Motor Carrier Sales and Use Tax

A tax based on a formula for motor vehicles, trailers, and semi-trailers operated by motor carriers which are domiciled in Texas or conducting business in the state.

Motor Vehicle Rental Tax

A 6 percent tax on the gross rental receipts for rented motor vehicles.

Motor Fuel Lubricants Sales Tax

The receipts are collected under the state sales tax (5.25 percent) and deposited into the State Highway Fund based on the Comptroller's estimate of consumed motor fuel lubricants.

Motor Vehicle Certificates

A \$10 fee for obtaining an original certificate of title for a motor vehicle, \$5 of the fee is retained by the county in which the fee was collected.

Motor Vehicle Registration Fees

Annual fees charged for the use of vehicles based on the age of passenger cars and the weight for most trucks, buses, and trailers through the issuance of license plates, tags, or symbols.

Special Vehicle Registration Fees

Registration fees for oversized/overweight motor vehicles relating to such items as oil machinery, portable buildings, electrical poles, etc.

Motor Vehicle Inspection Fees

Fees for annual inspection of vehicles.

Assigned Vehicle Identification Number Fees

\$2 application fee for an assigned vehicle identification number.

Driver License Fees

Fees for drivers licenses and personal identification certificates.

Table 2.1 continued

Commercial Transportation Fees

Fees for commercial carriers such as buses, airplanes, agricultural carriers, etc.

Trucker Lease Agreement Act Fees

Fees for filing leases and agreements pursuant to the Trucker Lease Agreement Act.

FEDERAL TAXES

Fuel Taxes

Tax Rate:

Gasoline - 9¢/gallon

Diesel - 15¢/gallon

Exemptions:

School buses, intercity and local buses used to transport the general public for compensation on scheduled routes are exempt. This exemption for diesel and special fuels cannot exceed 12¢/gallon unless used by qualified local buses.

Fuel consisting of at least 85% methanol and ethanol or other alcohol, except alcohol made from petroleum or natural gas is taxed at 3¢/gallon; fuel consisting of at least 85% alcohol made from petroleum or natural gas is taxed at 4.5¢/gallon; motor fuel with at least 10% alcohol, except alcohol made from petroleum, natural gas, or coal is taxed at 3¢/gallon (9¢/gallon for diesel-based fuel).

The shown taxes exclude a .1¢/gallon tax dedicated to the Leaking Underground Tank Trust Fund effective January 1, 1987.

New Vehicle and Trailer Sales Tax

Tax Rate: 12% of Retailer's Sales Price

The following vehicles are exempt from this tax:

school buses; local transit buses in urban use; truck and trailer bodies designed for seed, feed and fertilizer; buses 10,000 pounds or less gross weight, trucks 33,000 pounds or less gross vehicle weight, trailers 26,000 pounds or less gross vehicle weight; rail/highway trailers; and trash container bodies for trucks

Tire Tax

Tax Rate:

41 to 70 pounds - 15¢/pound

71 to 90 pounds - \$4.50 + 30¢/pound

over 90 pounds - \$10.50 + 50¢/pound

Exemptions:

School buses, intercity and local buses used to transport the general public for compensation on scheduled routes are exempt.

Table 2.1 continued

Heavy Use Tax

Tax Rate:

55,000 to 75,000 pounds - \$100 + \$22/1000 pounds over 55,000 pounds
over 75,000 pounds - \$550

Exemptions:

Trucks under 55,000 pounds are exempt. Trucks that operate less than 5,000 miles (7,500 miles for farm trucks) on public highways in a taxable year are also exempt. The rates are reduced 25% for logging trucks. Trucks based for registration purposes in Canada and Mexico are taxed at 75% of the rate before they can operate in the United States. (Prior to July 1, 1987 these vehicles were exempt.)

Table 2.2
Taxes and Fees Charged Motor Vehicle Owner/Operators

State Sources:

Fuel Taxes	\$1,011,478,723
Motor Vehicle Sales and Use Tax	\$813,015,237
Registration Fees	\$561,820,742
Driver License Fees	\$51,157,102
Vehicle Inspection Fees	\$41,324,027
Motor Vehicle Rental Taxes	\$32,004,138
Lubricating Oil Sales Tax	\$23,945,000
Motor Vehicle Certificates of Title	\$22,070,859
Special Vehicle Registration Fees	\$9,426,690
Interstate Motor Carrier Tax	\$9,320,399
Gas and Alcohol Mixture Tax	\$6,645,786
Commercial Transportation Fees	\$5,286,304
Trucker Lease Agreement Act Fee	\$558,225
Assigned Vehicle Identification Number Fees	\$7,289
 Subtotal State	 \$2,588,060,521

Federal Sources:

Fuel Taxes	\$877,863,000
Heavy Vehicle Use Tax	\$49,195,000
Trucks and Trailers Sales Tax	\$105,672,000
Tires Sales Tax	\$29,506,000
Adjustments	\$59,000
 Subtotal Federal	 \$1,062,295,000
 TOTAL STATE AND FEDERAL	 \$3,650,355,521

Source: Office of the Comptroller, State of Texas 1986 Annual Financial Report: Revenues and Expenditures of State Funds.

Table 2.3
Distribution of State Motor Vehicle Taxes and Fees

	<u>Highways*</u>	<u>Education</u>	<u>Public Safety</u>	<u>General Fund **</u>	<u>Total</u>
Fuel Taxes	\$753,566,269	\$250,286,276	\$0	\$7,626,178	\$1,011,478,723
Motor Vehicle Sales and Use Taxes	\$74,651,543	\$205,100,915	\$0	\$533,262,779	\$813,015,237
Registration Fees	\$557,245,325	\$0	\$195,510	\$4,379,907	\$561,820,742
Driver License Fees	\$0	\$0	\$1,551,986	\$49,605,116	\$51,157,102
Vehicle Inspection Fees	\$0	\$0	\$41,324,027	\$0	\$41,324,027
Motor Vehicle Rental Tax	\$0	\$8,001,035	\$0	\$24,003,103	\$32,004,138
Motor Vehicle Certificates	\$22,070,859	\$0	\$0	\$0	\$22,070,859
Special Vehicle Registration Fees	\$9,426,690	\$0	\$0	\$0	\$9,426,690
Interstate Motor Carrier Tax	\$0	\$2,330,100	\$0	\$6,990,299	\$9,320,399
Commercial Transportation Fees	\$546,469	\$0	\$0	\$4,739,835	\$5,286,304
Trucker Lease Agreement Act Fee	\$0	\$0	\$558,225	\$0	\$558,225
Assigned Vehicle Ident. Number Fee	\$7,289	\$0	\$0	\$0	\$7,289
Lubricating Oil Sales Tax	\$23,945,000	\$0	\$0	\$0	\$23,945,000
Gas and Alcohol Mixture Tax	\$4,934,496	\$1,644,832	\$0	\$66,458	\$6,645,786
Sales Tax (1/8 of fuel taxes)	\$126,434,840	\$0	\$0	\$0	\$126,434,840
TOTAL	\$1,572,828,780	\$467,363,158	\$43,629,748	\$630,673,675	\$2,714,495,361

* Includes County and Road District Highway Fund

** Includes the Comptroller's Operating Fund

Source: Based on State of Texas 1986 Annual Financial Report: Revenues and Expenditures of State Funds and Center for Transportation Research, University of Texas at Austin calculations.

Table 2.4
Distribution of Federal Highway Trust Fund Receipts

	Federal Receipts <u>Matched</u>	Federal Receipts <u>Not matched</u>	Total Federal <u>Funds</u>
General Revenue Fund 1	\$1,407,218	\$9,979	\$1,417,197
Highway Fund 6	\$908,199,350	\$0	\$908,199,350
Traffic Safety Fund 29	\$9,799,427	\$0	\$9,799,427
Public Transportation Fund 451	\$7,698,987	\$0	\$7,698,987
Motor Vehicle Inspection Fund 274	\$21,207	\$26,769	\$47,977
TOTAL	\$927,126,189	\$36,749	\$927,162,938

Source: Office of the Comptroller, State of Texas 1986 Annual Financial Report: Revenues and Expenditures of State Funds.

Table 2.5
State Highway Fund Revenue Sources

Highway User/Vehicle Owner Fees:	<u>Revenues</u>	<u>Percent of Total Revenues</u>
Fuel Taxes	\$746,266,269	28.7627%
Motor Vehicle Sales and Use Tax	\$74,651,543	2.8772%
Registration Fees	\$557,307,353	21.4799%
Lubricating Oil Sales Tax	\$23,945,000	0.9229%
Motor Vehicle Certificates of Title	\$22,070,859	0.8507%
Special Vehicle Registration Fees	\$9,426,690	0.3633%
Gas and Alcohol Mixture Tax	\$4,934,496	0.1902%
Commercial Transportation Fees	\$546,469	0.0211%
Assigned Vehicle Identification Number Fees	\$7,289	0.0003%
Sales Tax (1/8 of fuel taxes)	\$126,434,840	4.8731%
Total User Fees	\$1,565,590,808	60.3413%
 Other Income Sources:		
Federal Receipts	\$908,199,350	35.0040%
Interest Income	\$39,564,358	1.5249%
Other	\$81,203,869	3.1298%
Total Other Sources	\$1,028,967,577	39.6587%
TOTAL REVENUES	\$2,594,558,385	100.0000%

Source: Office of the Comptroller, State of Texas 1986 Annual Financial Report: Revenues and Expenditures of State Funds.

Table 2.6
Taxes and Fees Charged Truck and Bus Owner/Operators

State Sources:	<u>All Vehicles</u>	<u>Trucks and Buses*</u>	<u>Percent of Trucks/Buses</u>
Fuel Taxes	\$1,011,478,723	\$323,988,773	32.03%
Motor Vehicle Sales and Use Tax	\$813,015,237	\$120,744,145	14.85%
Registration Fees	\$561,820,742	\$155,961,438	27.76%
Driver License Fees	\$51,157,102	\$7,597,546	14.85%
Vehicle Inspection Fees	\$41,324,027	\$6,137,197	14.85%
Motor Vehicle Rental Taxes	\$32,004,138	\$4,753,063	14.85%
Lubricating Oil Sales Tax	\$23,945,000	\$7,669,871	32.03%
Motor Vehicle Certificates of Title	\$22,070,859	\$3,277,832	14.85%
Special Vehicle Registration Fees	\$9,426,690	\$9,426,690	100.00%
Interstate Motor Carrier Tax	\$9,320,399	\$9,320,399	100.00%
Gas and Alcohol Mixture Tax	\$6,645,786	\$2,128,725	32.03%
Commercial Transportation Fees	\$5,286,304	\$5,286,304	100.00%
Trucker Lease Agreement Act Fee	\$558,225	\$558,225	100.00%
Assigned Vehicle Identification Number Fees	\$7,289	\$1,083	14.85%
Subtotal State	\$2,588,060,521	\$656,851,288	25.38%
Federal Sources:			
Fuel Taxes	\$877,863,000	\$281,190,053	32.03%
Heavy Vehicle Use Tax	\$49,195,000	\$49,195,000	100.00%
Trucks and Trailers Sales Tax	\$105,672,000	\$105,672,000	100.00%
Tires Sales Tax	\$29,506,000	\$29,473,543	99.89%
Adjustments	\$59,000	\$8,762	14.85%
Subtotal Federal	\$1,062,295,000	\$465,539,359	43.82%
TOTAL STATE AND FEDERAL	\$3,650,355,521	\$1,122,390,647	30.75%

*Excludes vehicles used for personal transportation.

Source: Based on State of Texas 1986 Annual Financial Report: Revenues and Expenditures of State Funds and Center for Transportation Research, University of Texas at Austin calculations.

Table 2.7
Truck and Bus Industry Support for Non-Highway Purposes*

	<u>Education</u>	<u>Public Safety</u>	<u>General Fund**</u>	<u>Public Transportation</u>	<u>Total</u>
Fuel Taxes	\$80,166,694	\$0	\$2,442,665	\$0	\$82,609,359
Registration Fees	\$0	\$54,274	\$1,215,862	\$0	\$1,270,136
Motor Vehicle Sales and Use Tax	\$30,457,486	\$0	\$79,189,523	\$0	\$109,647,009
Interstate Motor Vehicle Sales and Use Tax	\$2,330,100	\$0	\$6,990,299	\$0	\$9,320,399
Motor Vehicle Rental Tax	\$1,188,154	\$0	\$3,564,461	\$0	\$4,752,614
Commercial Transportation Fees	\$0	\$0	\$4,739,835	\$0	\$4,739,835
Drivers License Fees	\$0	\$230,470	\$7,366,360	\$0	\$7,596,830
Vehicle Inspection Fees	\$0	\$6,136,618	\$0	\$0	\$6,136,618
Trucker Lease Agreement Act Fee	\$0	\$558,225	\$0	\$0	\$558,225
Gas and Alcohol Mixture Tax	\$526,840	\$0	\$21,286	\$0	\$548,126
Federal Funds	\$0	\$4,315,132	\$621,016	\$3,373,696	\$8,309,844
TOTAL	\$114,669,273	\$11,294,719	\$106,151,307	\$3,373,696	\$235,488,995

* Excludes vehicles used for personal transportation

** Includes the Comptroller's Operating Fund

Source: Based on State of Texas 1986 Annual Financial Report: Revenues and Expenditures of State Funds and Center for Transportation Research, University of Texas at Austin calculations.

Table 2.8
State User Taxes on Selected Vehicles

<u>Vehicle Type*</u>	<u>Registration Fee</u>	<u>Fuel Tax</u>	<u>Other Taxes</u>	<u>Total</u>
Motorcycle	\$31.05	\$10.95	\$2.75	\$44.75
Light Passenger Car	\$58.50	\$48.15	\$2.75	\$109.40
Medium Passenger Car	\$58.80	\$87.15	\$2.75	\$148.70
Heavy Passenger Car	\$58.80	\$96.15	\$2.75	\$157.70
Pickup Truck (5,000 lbs)	\$47.30	\$88.20	\$2.75	\$138.25
Stake Truck - Private (14,000 lbs)	\$125.40	\$163.65	\$2.75	\$291.80
Stake Truck - Contract Carrier (14,000 lbs)	\$125.40	\$272.70	\$13.75	\$411.85
Stake Truck - Farm (14,000 lbs)	\$62.85	\$102.30	\$2.75	\$167.90
Van Truck - Private (24,000 lbs)	\$210.10	\$321.45	\$2.75	\$534.30
Van Truck - Contract Carrier (24,000 lbs)	\$210.10	\$535.65	\$13.75	\$759.50
Van Diesel Truck - Private (24,000 lbs)	\$233.18	\$281.25	\$2.75	\$517.18
Van Diesel Truck - Contract Carrier (24,000 lbs)	\$233.18	\$468.75	\$13.75	\$715.68
3 Axle Dump Truck (50,000 lbs)	\$577.50	\$625.05	\$2.75	\$1,205.30
3 Axle Combination - Private (40,000 lbs)	\$355.60	\$750.00	\$5.50	\$1,111.10
3 Axle Combination - Contract Carrier (40,000 lbs)	\$355.60	\$1,000.05	\$16.50	\$1,372.15
4 Axle Combination - Private (60,000 lbs)	\$595.60	\$1,525.35	\$5.50	\$2,126.45
4 Axle Combination - Contract Carrier (60,000 lbs)	\$595.60	\$1,525.35	\$16.50	\$2,137.45
5 Axle Combination - Private (80,000 lbs)	\$855.60	\$2,105.25	\$5.50	\$2,966.35
5 Axle Combination - Contract Carrier (80,000 lbs)	\$855.60	\$2,105.35	\$16.50	\$2,977.45
Twin Trailer - Private (80,000 lbs)	\$745.40	\$2,068.95	\$8.25	\$2,822.60
Twin Trailer - Contract Carrier (80,000 lbs)	\$745.40	\$2,068.95	\$19.25	\$2,833.60

*All combinations are diesel powered and all other vehicles are gas operated unless indicated otherwise.

Source: U. S. Department of Transportation, Federal Highway Administration, Road User and Property Taxes on Selected Motor Vehicles, 1987.

**SECTION III
ECONOMIC IMPACT OF
TRUCKS AND BUSES**

Table 3.1
Texas Intrastate Motor Carriers, 1986

<u>Type of Carrier</u>	<u>Number of Carriers</u>	<u>Total Revenues</u>
Specialized Motor Carrier	1,953	\$17,962,504,188
Common	130	\$1,621,468,828
Contract	357	\$1,605,919,663
Intercorp	30	\$359,270,765
Armored	9	\$246,823,198
Commercial	224	\$409,622,130
TOTAL	2,703	\$22,205,608,772

Source: Texas Railroad Commission, "Revenues by Permit Type for Year of 1986," computer printout.

Table 3.2
Interstate Commerce Commission Regulated
Class I and II Carriers domiciled in Texas, 1983

<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Net Operating Income</u>	<u>Number of Employees</u>	<u>Employee Compensation</u>
\$1,605,801	\$1,562,800	\$43,001	24,283	\$582,166

Note: All dollar figures are in thousands.

Source: Trinc's Blue Book of the Trucking Industry, 1983.

Table 3.3
Texas Agricultural Industry: Market Value of Products Sold

	All figures in thousands	
	<u>1982</u>	<u>1978</u>
Poultry and related products	\$451,248	\$419,447
Dairy products	\$474,089	\$337,819
Cattle and calves	\$4,675,979	\$4,497,489
Hogs and pigs	\$99,879	\$109,932
Sheep, lambs, and wool	\$94,010	\$104,780
Other Livestock and products	\$115,460	\$65,279
Vegetables, sweet corn, and melons	\$252,827	\$205,942
Fruits, nuts, and berries	\$95,795	\$63,495
Nursery and Greenhouse products	\$174,138	\$102,738
Other Crops	\$2,502,938	\$1,897,377
TOTAL AGRICULTURAL PRODUCTS	\$8,936,363	\$8,229,298

Source: U.S. Department of Commerce, Bureau of the Census, 1982 Census of Agriculture, Vol. 2 Subject Series, Part 3 Ranking of States and Counties, February 1985.

Table 3.4
Major Commodities Produced in Texas, 1985

	<u>Cash Value</u> <u>(millions)</u>	<u>U.S.</u> <u>Rank</u>
Cattle and calves	\$4,104	1
Cotton	\$993	1
Wheat	\$559	4
Dairy produce	\$545	8
Sorghum	\$487	1
OVERALL	-	2

Source: U.S. Department of Agriculture, Economic Research Service,
U.S. - State Agricultural Data, Bulletin No. 512, April 1987.

Table 3.5
Agricultural Produce Shipments by Mode of Transportation, 1986

	Produce hauled (tons)	Percent of Total Produce
Rail	7,750	0.63%
Piggyback	500	0.04%
Truck	1,224,850	99.33%
ALL CARRIERS	1,233,100	100.00%

Source: U.S. Department of Agriculture, Agricultural Marketing Service, Fruit and Vegetable Division, Market News Branch, Fresh Fruit and Vegetable Shipments, 1986.

Table 3.6
Value and Amount of Hauled Commodities by Mode of Transportation

	<u>Value</u> <u>(millions)</u>	<u>Tons-hauled</u> <u>(thousands)</u>	<u>Ton-miles</u> <u>(millions)</u>
Rail	\$15,690	48,562	30,074
Motor Carrier:			
ICC	\$21,985	32,146	10,319
Non-ICC	\$1,871	5,340	890
Private Truck	\$18,380	110,595	8,740
Air	\$1,882	104	90
Water	\$11,524	95,267	58,774
Pipeline	\$14,996	128,456	17,382
Parcel Delivery	\$1,314	75	48
Other	\$4,443	8,083	33
 TOTAL	 \$92,085	 428,628	 126,350

Source: U.S. Department of Commerce, Bureau of the Census, 1977 Census of Transportation: Commodity Transportation Survey, Summary, June 1981, p. 45.

Table 3.7
Texas Petroleum Industry Summary

215 out of 254 counties had oil and/or gas production in 1986.

1986 Wellhead Value (thousands):

Crude oil	\$12,375,792
Natural Gas	\$9,747,368
 TOTAL	 \$22,123,160

1986 Severance taxes paid (thousands): \$1,547,926

Number of wells drilled in 1986:

	<u>Exploratory</u>	<u>Development</u>	<u>Total</u>
Oil	304	6,409	6,713
Gas	370	1,185	1,555
Dry	1,821	2,461	4,282
Service	-	453	453
 TOTAL	 2,495	 10,508	 13,003

Number of new-field wildcats drilled in 1986: 834

1986 Average Number of employees in:

Oil and gas extraction	194,503
Refining	32,026
Transportation	31,854
Wholesale	24,557
Retail	34,728
 TOTAL PETROLEUM INDUSTRY	 317,668

Source: Independent Petroleum Association of America, The Oil and Gas Producing Industry in Your State, September 1987.

Table 3.8
1986 U. S. Motor Carrier Freight Revenues by Commodities Handled

	<u>Volume (millions)</u>	<u>Percent of Revenues</u>
Agricultural and food products	\$10,330	12.8
Mining Products, unrefined	\$1,111	1.4
Building Materials	\$4,498	5.6
Forestry, wood, and paper products	\$4,484	5.5
Chemicals and allied products (except petroleum)	\$3,993	4.9
Petroleum and petroleum products	\$2,406	3.0
Metals and metal products	\$6,386	7.9
Household goods	\$8,073	10.0
Other manufactured products	\$11,601	14.4
All other goods	\$27,817	34.5
TOTAL	\$80,699	100.0

*Data is imputed. The published data did not meet publication standards due to high sampling variability.

Source: U.S. Department of Commerce, Bureau of the Census, Current Business Reports: 1986 Motor Freight Transportation and Warehousing Survey.

Table 3.9
Texas Non-Agricultural Employment, 1986

	Number of Employees (<u>thousands</u>)	Percent of <u>Total</u>
Mining	191.9	2.87%
Construction	397.8	5.94%
Manufacturing	957.8	14.31%
Transportation and Public Utilities	374.0	5.59%
Wholesale and Retail Trade	1,740.9	26.00%
Finance, Insurance, and Real Estate	455.6	6.81%
Services	1,383.0	20.66%
Government	1,193.9	17.83%
TOTAL	6,694.9	100.00%

Source: U.S. Department of Labor, Bureau of Labor Statistics,
Employment and Earnings, Vol. 34, No. 2, February 1987.

Table 3.10
Truck and Bus Related Employment, 1985

	<u>Annual Average Employees</u>	<u>Percent of Total Employees</u>	<u>Total Annual Wages (thousands)</u>	<u>Percent of Total Annual Wages</u>
Intercity Rural Highway Transportation	3,353	0.93%	\$68,082	0.74%
Local Passenger Charter Service	181	0.05%	\$2,513	0.03%
Charter Service, except local	114	0.03%	\$2,414	0.03%
Trucking, Local and Long Distance	86,083	23.90%	\$1,756,038	19.07%
Public Warehousing	7,721	2.14%	\$132,894	1.44%
Trucking Terminal Facilities	444	0.12%	\$8,502	0.09%
All Other*	262,354	72.83%	\$7,239,033	78.60%
TOTAL TRANSPORTATION AND PUBLIC UTILITIES	360,250	100.00%	\$9,209,476	100.00%

*This includes Water and Air transportation, transportation services, communication and public utilities.

Source: U.S. Department of Labor, Bureau of Labor Statistics, Employment and Wages: Annual Averages 1985, Bulletin 2272, November 1986.

Table 3.11
Summary for Transportation and Public Utilities

Year	Number of Establishments		Number of Employees		Annual Payroll (thousands)	
	1983	1984	1983	1984	1983	1984
Local and Interurban Passenger Transit	438	431	8,328	7,752	\$136,499	\$118,746
Trucking and Warehousing	5,503	5,464	85,366	87,732	\$1,605,519	\$1,720,272
Water Transportation	696	677	23,047	22,037	\$492,554	\$486,398
Air Transportation	728	782	32,622	33,717	\$965,867	\$1,016,144
Pipe Lines, except Natural Gas	124	123	5,123	5,034	\$161,463	\$159,157
Transportation Services	2,049	2,219	16,648	17,733	\$283,112	\$324,258
Communication	1,884	2,322	91,023	89,967	\$2,118,041	\$2,196,528
Electric, Gas and Sanitary Services	1,883	1,948	70,438	68,564	\$1,836,784	\$1,873,831
Administrative and Auxiliary	209	214	16,201	16,642	\$486,357	\$524,496
TOTAL TRANSPORTATION AND PUBLIC UTILITIES	13,514	14,180	348,796	349,178	\$8,086,196	\$8,419,830

Source: U.S. Department of Commerce, Bureau of the Census, County Business Patterns, 1984, Texas.

Table 3.12
Truck, Bus, and Trailer Body Manufacturers, 1984

Number of Establishments	69
Number of Employees	3,867
Annual Payroll	\$74,944,000

Source: Motor Vehicle Manufacturers Association of the United States, Inc., MVMA Motor Vehicle Facts and Figures '87, 1987.

Table 3.13
Motor Vehicle Industry Employment, 1984

	<u>Number of Employees</u>
Transportation Equipment Manufacturing	62,976
Automotive Sales and Servicing	161,714
Road Construction and Maintenance	34,721
Truck Drivers and Other Employment*	500,292
Petroleum Refining and Wholesaling	10,606
Passenger Transportation	7,752
TOTAL	778,061
Percent of State Employment	14.38%

*This category is for the year 1985.

Source: Motor Vehicle Manufacturers Association of the United States, Inc., MVMA Motor Vehicle Facts and Figures '87, 1987 and U.S. Department of Commerce, Bureau of the Census, County Business Patterns 1984: Texas.

Table 3.14
Summary for Trucking, Bus Transit and Related Industries

	<u>Year</u>	<u>Number of Establishments</u>	<u>Number of Employees</u>	<u>Annual Payroll (thousands)</u>
Trucking and Warehousing	1984	5,464	87,732	\$1,720,272
	1983	5,503	85,366	\$1,605,519
	1981	4,814	94,822	\$1,621,221
	1980	4,533	94,071	\$1,430,624
Local and Interurban Passenger Transit	1984	368	5,322	\$66,090
	1983*	438	8,328	\$136,499
	1981	269	4,731	\$44,575
	1980	268	4,472	\$36,783
Intercity Highway Transportation	1984	63	2,430	\$52,656
	1983*	-	-	-
	1981	98	4,144	\$82,340
	1980	98	4,783	\$95,957
TOTAL	1984	5,895	95,484	\$1,839,018
	1983*	5,941	93,694	\$1,742,018
	1981	5,181	103,697	\$1,748,136
	1980	4,899	103,326	\$1,563,364

*Intercity Highway Transportation is included in the Local and Interurban Transportation figure for 1983.

Source: U.S. Department of Commerce, Bureau of the Census, County Business Patterns (various years): Texas.

SECTION IV
NOTES TO TABLES

Section I - Description of Vehicles

Table 1.1 summarizes results from the 1982 Census of Transportation: Truck Inventory and Use Survey, for Texas and the United States. The major use of vehicles is for personal transportation (53.62%). This is not surprising since the Survey includes pickup trucks, vans, etc. in its survey. Vehicles use for personal transportation will be excluded in future tables and calculations, where possible, in order to present data reflecting the Texas truck and bus industry.

Table 1.2 summarizes the primary manner in which trucks were operated. "Not for hire" includes trucks operated by and for a private business (including self-employers) or company. Trucks used for personal transportation are removed from this category. The "Motor Carrier" is a truck operation whose primary business is to provide transportation services, i.e., carrying freight belonging to others. The "Owner-Operator" is an independent trucker who drives for himself or on lease to a company. A vehicle used for "Daily Rental" is one rented or leased out to an operator on a daily basis or for a short term. The "Mixed Use" group includes vehicles that are used both "For hire" and "Not for hire."

Table 1.3 is an extension of table 1.2, covering the for hire jurisdiction of the vehicle. "Interstate" and "Intrastate" are self explanatory. "Local" is an operation in a single municipality, contiguous municipalities, or a municipality and its suburban area. Vehicles used for daily rental are not included in this table.

The vehicles listed in table 1.3 are further categorized in table 1.4 according to the type of carrier service. "Exempt" vehicles are those transporting commodities that are exempt from federal regulation or are operating in an exempt commercial zone. "Contract" carriers offer their services to certain shippers while "Common" carriers offer transportation services to the general public over regular or irregular routes.

Table 1.5 provides information generated by the Texas State Department of Highways and Public Transportation (SDHPT), Motor Vehicle Division (MVD). It summarizes vehicle registrations for the 1986 calendar year. (The numbers have not been adjusted for refunds.) It is important to note that vehicles registered as commercial trucks include all non-combination trucks, including trucks used for personal transportation. The MVD does not categorize single unit trucks according to type of use except for the farm truck category. (Farm trucks are assessed registration fees at one-half the amount of regular commercial trucks.)

Table 1.6 represents trucks/buses that are involved in commercial activities and excludes all vehicles used for personal transportation. Utilizing the 1982 Texas Truck Inventory and Use Survey, it can be estimated that 46.38 percent of the commercial and farm trucks are used for commercial purposes and the remaining 53.62 percent used for personal transportation. Based on these figures the following adjustments contained in table 4.1 were made to the MVD data. The MVD categories for single unit trucks are Commercial and Farm trucks.

Table 4.1
Adjustments to Number of Registered Vehicles

	<u>Number of Vehicles</u>	<u>Adjustment for Personal Transportation</u>	<u>Adjusted Total</u>	<u>Commercial Vehicle Only</u>
Commercial Truck	3,390,605	46.38%	1,572,563	1,580,850
Farm Truck	155,829	46.38%	72,273	73,472
Combination Units	73,187			129,724
Apportioned Units	64,272		a	
Farm Combination	2,279			2,279
Motor Bus	967			1,368
City Bus	305			305
Private Bus	10,548			10,548
Trailers	849,749		b	1,163,349
Token Trailer	168,425		b	
Tractor	358		e	
Farm Trailer	145,175		b	
Machinery	36,903			36,903
Fertilizer Truck	1,199		d	
Soil Conservation	518		c	
Disaster Relief	77		c	
TOTAL	4,900,396			2,998,798

- a - 56179 distributed to combination units, 7692 to commercial trucks, and 401 to motor buses
- b - all trailers are combined together
- c - soil conservation and disaster relief are combined with commercial trucks
- d - fertilizer trucks are combined with farm trucks
- e - tractors are combined with combination units

Source: Based on Texas SDHPT, Division of Motor Vehicles, Support Operations, June 1987; 1982 Census of Transportation: Truck Inventory and Use Survey, Texas; and Center for Transportation Research, University of Texas at Austin calculations.

Section II - Taxes and Fees

Table 2.1 summarizes the various taxes and fees that owners and operators of vehicles must pay in Texas.

Table 2.2 presents all fees paid by Texas vehicle operators and users. Many of the fees are typical highway user fees, i.e., fuel taxes, registration fees, while a number of the other taxes are not generally regarded as user fees, i.e., driver license fees, Assigned VIN fees. The adjustments for federal taxes represents taxes assessed in prior years but are no longer current.

Table 2.3 shows how state revenues are distributed to various funds. The Education category includes both the Available School Fund #2 and the Foundation School Fund #193. Public Safety includes activities for public safety education and Department of Public Safety activities. It includes the following funds: Motorcycle Education Fund 501, Rail Passenger Service Study Fund 505, Public Safety Building Fund 81, Operators and Chauffeurs License Fund 99 and Motor Vehicle Inspection Fund 274. The General Fund includes the Comptroller's Operating Fund and any residual values generated during the Center for Transportation Research calculations. Fuel taxes include the gasoline tax, diesel tax, and liquefied gas tax. Fuel taxes for highways include the County and Road District Highway Fund 57. The amount of fuel taxes for education includes the Unclaimed Motorboat fuels tax refund. The residual for motor fuel taxes is placed in the General Revenue fund and includes the Comptroller's Operating Fund. The Interstate Motor Carrier Tax and the Motor Vehicle Rental Tax are distributed according to statutory requirements, i.e. 25 percent to Foundation School Fund 193 and 75 percent to the General Revenue Fund. The Motor Vehicle Sales and Use Tax is allocated according to the following procedure:

1. Net tax = Gross tax - Refunds
 $\$813,011,252 = \$813,714,737 - \$703,484$

2. The statutory transfer to Highway Fund 6 is reported as Revenue Code 3933 and equals \$74,651,543.

3. The remaining \$738,359,709 (\$813,714,737 - \$74,651,543) is distributed to the Foundation School Fund 193 and General Revenue Fund 1. Statutory allocations for the Motor Vehicle Sales and Use Tax are 65% to General Revenue Fund, 25% to Foundation School Fund and 10% to the State Highway Fund. The following formula is used to distribute the remaining funds:
 $.65/.90 \times \$738,359,709 = \$533,259,790$ to General Revenue Fund
 $.25/.90 \times \$738,359,709 = \$205,099,919$ to Foundation School Fund

4. The Annual Financial Report includes a revenue category for direct payments to the Comptroller. The statutory allocation for these payments are 75% to General Revenue Fund 1 and 25% to Foundation School Fund 193. Direct payments totalled \$3,985 and are included in the shown tables under Motor Vehicle Sales and Use Taxes.

The Gas and Alcohol Mixture tax is reported separately from motor fuel taxes because of a different formula for determining the annual tax. The "Sales Tax (1/8 of fuel taxes)" is a transfer of state general revenues to the State Highway Fund based on amount equal to one-eighth of fuel taxes.

Table 2.4 show the amount of funds apportioned from the Federal Highway Trust Fund. It is important to note that federal highway fund receipts do not equal federal highway fund payments. Allocation of federal highway funds is based on a federal statutory formula. Historically, Texas has received only 88 percent of their payments into the Federal Highway Trust Fund.

Table 2.5 lists the Texas State Highway Fund by revenue source.

Table 2.6 details motor vehicle user and owner taxes and fees for trucks and buses. Again, it is important to note that the trucks and buses category excludes all vehicles used for personal transportation and represents

the payments by Texas commercial/business/industry operators. Allocations of revenues to truck and bus owners are either 100 percent of the tax or fee or based on one of the following four methods:

- General Allocation Procedure
- Fuel Tax Allocation Procedure
- Tire Tax Allocation Procedure
- Registration Fee Allocation Procedure

Detailed summaries of these procedures are shown in Appendix 1. Table 4.2 summarizes the method used for each tax or fee.

Table 4.2
Procedures Used for Tax and Fee Allocations

Fuel Taxes (state and federal)	Fuel Tax Allocation Procedure
Motor Vehicle Sales and Use Tax	General Allocation Procedure
Motor Vehicle Registration Fee	Registration Fee Allocation Procedure
Driver License Fee	General Allocation Procedure
Vehicle Inspection Fee	General Allocation Procedure
Motor Vehicle Rental Fee	General Allocation Procedure
Lubricating Oil Sales Tax	Fuel Tax Allocation Procedure
Motor Vehicle Certificates of Title	General Allocation Procedure
Special Vehicle Registration Fee	100% Allocation
Interstate Motor Vehicle Sales and Use Tax	100% Allocation
Gas and Alcohol Mixture Tax	Fuel Tax Allocation Procedure
Commercial Transportation Fee	100% Allocation
Trucker Lease Agreement Act Fee	100% Allocation
Assigned VIN Fee	General Allocation Procedure
Federal Heavy Vehicle Use Tax	100% Allocation
Federal Trucks and Trailers Sales Tax	100% Allocation
Federal Tires Sales Tax	Tire Tax Allocation Procedure
Federal Adjustments	General Allocation Procedure

Table 2.7 lists the highway user payments and related taxes by truck and bus owners to non-highway purposes. The listed non-highway purposes are the same as in table 2.4, except that public transportation is included. Federal Highway Trust Fund monies are allocated to the Public Transportation Fund 451. Again, vehicles used for personal transportation are excluded.

Table 2.8 provides a summary of different vehicle types and typical state highway user charges. In order to avoid complex situations regarding tax computation for interstate operations, the report considered only intrastate operations. The "Other Taxes" include fees for inspection of vehicles and Motor Carrier fees.

Section III - Economic Impact of Trucks and Buses

Table 3.1 summarizes intrastate motor carriers under the jurisdiction of the Texas Railroad Commission. The "Specialized Motor Carrier" includes any carrier that utilizes special equipment for loading/unloading. Common carriers offer transportation services to the general public over regular or irregular routes. Contract carriers are those that haul for 5 shippers or less. Intercorp are exempt carriers because they are a subsidiary owned 100 percent by the parent company. Commercial vehicles are not for hire vehicles with registration weights exceeding 10,000 pounds.

Table 3.2 represents all the interstate motor carriers that fall under the regulatory domain of the Interstate Commerce Commission. The figures represent all the companies that are located in Texas. It is important to note that a number of the companies, though located in Texas, operate principally in other areas outside the state.

Tables 3.3 and 3.4 show the total value of agricultural products sold in Texas. Table 3.4 focuses on major U.S. export products. The tables do not indicate the mode of transportation used to haul the products to market.

Table 3.5 details the mode of transport for hauling fruits and vegetables to market.

Table 3.6 lists the value and amount of commodities hauled by mode of transport. The information is from the most recently published Commodity Transportation Survey. A 1983 survey was conducted but due to unreliable data the results were not released.

Table 3.7 summarizes key statistics for the Texas petroleum industry.

The information in table 3.8 represents the types of commodities handled for the entire United States, including Texas. The results are from the 1986 Motor Freight Transportation and Warehousing Survey that covers employer firms with one or more establishments primarily engaged in providing commercial services. This includes firms furnishing local or long distance trucking or transfer services, and those engaged in the storage of farm products, furniture and other household goods, or commercial goods of any nature.

The survey excludes private motor freight carriers that operate as auxiliary establishments to non-transportation companies and independent owner-operators with no paid employees. Estimates suggest that there are between 150,000 and 300,000 owner-operators. Therefore, the dollar volume figures do not purport to represent measurements of total trucking industry activity.

Table 3.9 lists Texas non-agricultural employment according to the major Standard Industrial Classification (SIC) categories. Employment in transportation and public utilities includes the following areas:

- local and interurban passenger transit
- trucking and warehousing
- water transportation
- air transportation
- pipelines, except natural gas
- transportation services
- communication
- electric, gas and sanitary services

Table 3.10 presents employment statistics for areas closely related to the truck and bus industry.

Table 3.11 summarizes the number of business establishments, employees and the annual payroll for the major categories in Transportation and Public Utilities during 1983 and 1984.

Table 3.12 provides statistics on the SIC codes in manufacturing that relate to truck, bus and trailer body manufacturers.

Table 3.13 attempts to show total employment for all industries related to motor vehicles. "Transportation Equipment Manufacturing" represents SIC code 37 (Transportation Equipment); "Automotive Sales and Servicing" represents SIC codes 55 (Automotive dealers and service stations) and 501 (Wholesale trade - Durable goods - Motor Vehicles and automotive equipment); "Petroleum Refining and Wholesaling" represents SIC code 5171 (Wholesale trade - Non-durable goods - Petroleum and petroleum products - Petroleum bulk stations and terminals); and "Passenger Transportation" represents SIC 41 (Local and interurban passenger transit). " Road Construction and Maintenance" and "Truck Drivers and Other Employment" are categories representing a variety of SIC codes calculated by the Motor Vehicle Manufacturers Association.

Table 3.14 summarizes trucking and bus related statistics for various years.

SECTION V
DESCRIPTION OF SOURCES

FEDERAL SOURCES

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

Contact: Joe Ullman, 202-366-5033

Road User and Property Taxes: On Selected Motor Vehicles 1987.

In this report, individual road-user tax payments are compared for each vehicle and total direct state road-user and personal property taxes are measured. Road-user taxes as stipulated in this document include: 1) fuel taxes and miscellaneous fees incidental to fuel taxation; 2) motor-vehicle revenues which consist of registration fees, title fees, driver's license fees and other revenues of lesser magnitude; and 3) motor carrier taxes. In this report, fees such as gross receipt taxes and other levies on general business, fees for authority to operate and fees paid only when a carrier begins to haul goods have been excluded. In order to compute the various taxes paid, estimates for annual mileage traveled, motor fuel consumed, and other factors per vehicle type are given.

Finally, this report only considers intrastate operation for each state. With this information, comparisons can be made among vehicles, between various states, and types of service (e.g. commercial vehicles, common or contract carrier operation, and farm service). All information is presented in both tabular and graphical form to facilitate state comparisons.

Highway Statistics 1986.

While the Road User and Property Taxes on Selected Motor Vehicles provides the taxes levied on a particular class of vehicles the Highway Statistics publication gives the total revenue generated by these taxes for each of the 50 states.

This publication brings together annual series of selected statistical tabulations relating to highway transportation in three major areas: (1) highway use--the ownership and operation of motor vehicles; (2) highway finance--the receipts and expenditures for highways by public agencies; and (3) the highway plant--the extent, characteristics, and performance of the public highways, road and streets in the Nation.

The arrangement of contents follows this general order, with the first three sections devoted to motor-fuel use and taxation, vehicle ownership, and driver licensing. The fourth section deals with the financing of highways by all government agencies; the fifth section provides data on highway mileages and performance; and the sixth section gives statistics for U. S. territories -- American Samoa, Guam, the Commonwealth of the Northern Mariana Islands and the Commonwealth of Puerto Rico.

The most relevant statistics for Texas in this publication are in the sections on motor fuels and motor vehicles. In the former section, the following information is provided in tabular form: gallons of motor fuel exempted, refunded, and taxed; the use of fuel for highway and non-highway purposes; and motor fuel use by type of fuel. In the latter section on motor vehicles, taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given.

Highway Taxes and Fees: How They are Collected and Distributed 1986.

This publication presents tabular information on state laws that provide for the taxation of motor fuel, motor vehicles, motor carriers and licensed drivers, and the distribution of these taxes and fees. Also included are tables that show the use of other state taxes for highways and the involvement of federal agencies and federal funds in highway activities. The information presented is based on data obtained from state authorities and the laws of the various states. Though it does not contain statistics for Texas or any other state it does clearly list the laws governing each states collection of highway user fees and allows the reader to compare Texas statutes to those of other states (e.g. California).

Analysis of Highway-User Cost Responsibilities and User Charges for All Levels of Government Combined.

This document presents the findings of a study of how best to allocate highway costs and to attribute highway user revenues for all levels of government combined. It includes comparisons of 1977 highway cost responsibilities and user charges for twelve vehicle classes, eight highway functional classes, and four regions.

State and local highway user revenues by vehicle class were estimated based on a detailed analysis of tax rates, fees, and their applicability to each vehicle class. These revenues were then merged with estimates of federal revenues produced by the Federal Highway Cost Allocation Study (HCAS) team.

Highway cost responsibilities were assigned to vehicle classes using the traditional equity-based, cost occasioned approach of attributing highway costs to the vehicle classes which cause them and assigning the remaining residual costs based on VMT. The methods parallel the recommended approach used in the Federal HCAS.

This document also provides an analysis of marginal highway costs and a comparison of these costs with user charges.

Transportation System Descriptors Used in Forecasting Federal Highway Revenues: Final Report 1981.

This document contains estimates and forecasts of highway-related indicators used in the federal highway cost allocation study. The descriptors include vehicle population, vehicle weight, vehicle sales, vehicle prices, fuel efficiency, annual miles of travel, oil consumption and tire consumption. The variables are estimated for the base year 1977 and forecasted for 1985, 1990 and 1995. The descriptors are compiled for 38 different vehicle categories based on vehicle type, axle configuration, and registered weight.

U.S. DEPARTMENT OF TRANSPORTATION, RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

National Transportation Statistics: Annual Report 1983

This report is a summary of selected national transportation statistics from a wide variety of government and private sources. Included are cost, inventory, and performance data describing the passenger and cargo operations of the following modes: air carrier, general aviation, automobile, bus, truck, local transit, rail water, oil pipeline, and gas pipeline. The report includes basic descriptors of U.S. transportation, such as operating revenues and expenses, number of vehicles and employees, vehicle-miles-traveled and passenger miles, etc.

U.S. DEPARTMENT OF COMMERCE, BUREAU OF THE CENSUS

"Commodity Transportation Survey-1983." (unpublished data)

Contact: Larry Britt, 202-763-5281

The Commodity Transportation Survey is the second component of the Census of Transportation, which is conducted approximately every five years. Included are data on state of origin and mode of transport by division of destination (division of destination refers to nine contiguous groupings of states), industry and mode of transport by division of destination, industry and state of origin by division of destination. Information in the report listing state of origin and mode transportation by division of destination is useful in comparing the Texas motor carrier industry to the motor carrier industry in other states. These comparisons can be made in terms of total tons transported by the motor carrier industry, or percentage of total shipped by the motor carrier industry as compared to other modes of transportation. Due to significant deficiencies in the quality of the data reported, this material was not published and therefore cannot be referenced or cited. It is for internal use only. The 1977 survey is the most recent survey available for public use.

Current Business Reports: 1986 Motor Freight Transportation and Warehousing Survey.

Contact: Tom Zabelsky, 202-763-5528
PCL Library, call number: C 3.138/3-5:986

This report presents final results from the 1986 Motor Freight Transportation and Warehousing Survey. This annual survey covers all employer firms with one or more establishments that are primarily engaged in providing commercial motor freight transportation and warehousing services. However, the survey excludes private motor freight carriers that operate as auxiliary establishments to non-transportation companies and independent owner-operators with no paid employees. The survey presents data on total revenues and total expenditures for general freight carrier service and specialty freight carrier service. Also, the survey presents information on the dollar volume of commodities

handled. All estimates in this survey are national estimates and can be used to provide a reference for Texas operations.

1982 Census of Transportation: Truck Inventory and Use Survey-Texas.

Contact: Nancy Piesto, 202-763-4364

The Truck Inventory and Use Survey (TIUS) is part of the Census of Transportation which also includes Selected Statistics for Transportation Industries, and Commodity Transportation. TIUS provides data on the physical and operational characteristics of Texas' truck population. The TIUS classifies vehicles by size, (e.g. light, medium, light-heavy, heavy-heavy) operator classification, (e.g. always for hire, never for hire) major use, products carried, range of operation, (e.g. local, short range, long range, off-the-road) and body type. As a survey, the data in the TIUS is computed from a sampling of trucks taken via a survey mailed to truck owners. Estimates of the number of trucks with each characteristic are obtained by expanding the sampling units to the state truck population level (the Federal Highway Administration estimates 2.9 million, which includes 2.6 million pickups and related vehicles). The TIUS provides useful statistics on the number of trucks and their uses in Texas and is conducted every five years. The 1987 survey for Texas should be available for publication in 1989.

1982 Census of Transportation: Truck Inventory and Use Survey-United States.

Contact: Nancy Piesto, 202-763-4364

This report provides the same type of information as noted above except that it is a summary of all the states.

1982 Census of Agriculture, Vol. 2 Subject Series, Part 3 Ranking of States and Counties, February 1985.

This report is a part of the periodic census of agriculture completed by the Census Bureau. It contains detailed information on agricultural production, market value of products sold, for all major categories of livestock and crops.

County Business Patterns. (various years). Texas.

This census publication summarizes economic activity according to counties and state-wide totals by SIC codes. Specific data includes the number of business establishments, number of employees, and annual payrolls.

U.S. DEPARTMENT OF AGRICULTURE, AGRICULTURAL MARKETING SERVICE

Fresh Fruit and Vegetable Shipments, 1986.

Contact: William L. Dunton, Traffic Manager, 202-653-6157

This source contains information on the weight of non-regulated agricultural goods shipped in and out of Texas.

U.S. DEPARTMENT OF AGRICULTURE, ECONOMIC RESEARCH SERVICE

U.S. - State Agricultural Data, Bulletin 512, April 1987.

Similar to the census of agriculture, this report summarizes the major export and import commodities of the U.S. The cash value of each state's production is recorded and compared with other states.

U.S. DEPARTMENT OF LABOR, BUREAU OF LABOR STATISTICS

Employment and Earnings, Vol. 34, No. 2, February 1987.

This report summarizes non-agricultural employment for all the states according to Standard Industrial Classification (SIC) codes. Transportation and Public Utilities is one of the major areas of employment data.

Employment and Wages: Annual Averages 1985, Bulletin 2272, November 1986.

Similar to the above report, statistics on the number of employees and wages are documented by SIC. Specific information relating to the transportation industry include the following categories:

intercity rural highway transportation, local passenger charter service, trucking, public warehousing, and trucking terminal facilities.

U.S. CONGRESS

Alternative to Tax on the Use of Heavy Trucks. Hearing before the Committee on finance, U.S. Senate (February 9, 1984).

Contact: PCL Library, call number: DOCS Y4.F49:S.HRG.98-1116

The congressional hearing was convened to discuss how the trucking industry could be expected to pay a greater share of highway repair costs without straining or hampering the industry's progress and ability to earn a fair profit.

STATE SOURCES

TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

Texas Highway Cost Allocation Study. (expected in January 1989)

Contact: Henry Thomason, Deputy Director of Field Operations, 512-463-8672

The chief purposes of the Texas highway cost allocation study are to determine how much of the cost of procuring and preserving the highway network each vehicle class pays, how much it should pay, and how these amounts compare. Results presented in the study correspond to 1985, the selected baseline year. The fundamental study approach consists of five steps: cost estimation, cost allocation, revenue source identification, revenue allocation, and cost-revenue comparison. The Texas highway cost allocation study will include a comparison with allocation studies completed in other states.

Texas Transportation Finance Facts 1986.

Contact: Robert Moore, Finance Division, 512-463-8684

This annual report presents data relative to receipts, disbursements, debt and road mileage of city, county, and state road systems, including the federal-aid system. Pertinent data relative to this information, are shown in the following sections of the report: County Roads, City Streets and State Highways in general, County road finance, City street finance, and State highway finance.

Catalog of Research Studies and Reports.

Contact: Debbie Hall, 512-465-7684

The catalog serves to document all research and technical studies performed under the Cooperative Research Program of the Texas State Department of Highways and Public Transportation. Reports may be obtained by writing to the following address or by calling 512-465-7644 and quoting the report number and title:

Mr. Alvin R. Luedecke
State Transportation Planning Engineer
ATTENTION: D-10 Research Section
Texas State Department of Highways and
Public Transportation
P.O. Box 5051
Austin, Texas 78763-5051

"Summary of Registration and Title Transactions for Calendar Year 1986", Division of Motor Vehicles.

Contact: Jim Sparks, 512-465-7719
Jack Strehli, 512-465-7719

This summary sheet lists the number of vehicles and total fees collected by vehicle category. The Categories are as follows: passenger car, commercial, truck, farm truck, combination power units, apportioned power units (these truck/tractor combinations are assessed a per mile fee for each mile traveled outside of Texas), farm truck tractor, trailer, token trailer, travel trailer, motor bus (commercial), city bus, private bus (not for hire), motorcycle, tractor, farm tractor, exempt vehicles and other. A total of 14,092,783 vehicles provided \$656,052,141 in registration fees in 1986.

"Motor Vehicle Registrations by Registered Gross Weight Groups."

Contact: Curtis Toews, Finance Division, 512-463-8716

This unpublished report summarizes the major motor vehicle classifications -- including commercial (single unit) trucks, combination/apportioned trucks, farm trucks, farm truck-tractors, road tractors, motor buses, and trailers -- by incremental gross vehicle weight groups. The information is based on a computer sample of the Motor Vehicle Division's registration files. The number of vehicles shown are for the calendar year estimate of registrations sold, including adjustments for refunds, soil conservation and disaster relief vehicles.

Weigh-in-Motion Data, Planning Division, Research Section.

Contact: Scott Lambert, 512-465-7403

The planning division collects weigh-in-motion (WIM) data for heavy vehicles at different sites around the state. Vehicles are distributed by tandem-axle weights in 3,000 pound increments, gross

weights in 5,000 pound increments, and axle weights in 2,000 pound increments. Vehicles are categorized by axle configuration and vehicle type, i.e., dump, flat, grain, etc.

"Manual Count Annual Report."

Contact: Scott Lambert, Planning Division, Research Section, 512-465-7403

This report contains vehicle counts reported at a large number of locations around the state and is the basis for 24-hour average traffic classification. Manual counts are reported by station and vehicle type. Trucks are categorized by single unit and combination with a further breakdown by number and arrangement of axles.

OFFICE OF THE STATE COMPTROLLER, ECONOMIC ANALYSIS CENTER

State of Texas 1986 Annual Financial Report: Revenue and Expenditure of State Funds.

Contact: Valerie Vindici, 512-463-4925

The EAC summarizes the financial data relating to the various Texas state funds. Upon request, the EAC can provide summaries with the specific dedicated revenues. Transportation related funds include State Highway Fund 006 as well as non-highway dedicated revenues in General Fund 001, i.e., Motor Vehicle Sales and Use Tax, Motor Vehicle Rental Tax, and a portion of the various fuel taxes.

Texas and Taxes: A National Survey on Alternatives and Comparisons, 1987.

Contact: U.T. Public Affairs Library, call number: TXDOC/C2600.8/T312tan/1987/Public Affairs

This report provides a summary of the major taxes paid in Texas, including a summary of the taxes purpose, collections since 1978 or the taxes inception, rate changes, fund allocations, and interstate comparisons.

Texas Fees: Putting a Price on State Services, May 1987.

Contact: U.T. Public Affairs Library, call number: TXDOC/C2600.8/T312fe/1987/Public Affairs

This report summarizes various statistics and information relating to state fees. Transportation related fee revenues represent 58.9 percent of all collected fee revenues. Motor vehicle registration fees

accounted for \$561.8 million of the total \$704.8 million transportation related fees. The report categorizes the fees by major use, revenue code, and agency.

RAILROAD COMMISSION

Railroad Commission Reports.

Contact: Letty Vicinaiz, 512-463-7254

There are two basic sources to this report: "Revenues by Permit Type" for 1986 gives total revenues and number of carriers using each of the six (6) permit types and "Carrier Tariff Revenues" for 1986 gives total tariff revenues and the number of carriers using each tariff.

OTHER SOURCES

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).

Our Highways: Why do They Wear Out? Who Pays for Their Upkeep?

Contact: AASHTO, 202-624-5800

This publication presents essential basic information on the engineering facts about highway wear, along with basic information about how the upkeep of highways is financed. The information is provided in a query method whereby the various questions are posed then answered. The booklet contains a brief bibliography that sites some additional cost allocation and highway wear studies. AASHTO also provides a list of their other publications.

AMERICAN BUS ASSOCIATION

American Bus Association: 1983 Annual Report.

Contact: PCL Library, call number: HE/5623/A1/b753/1983/Main
Marilyn Fleckenstein, 202-293-5890

The annual report provides information on ABA and its national structure and shows expenditures by intercity bus companies and their passengers in Texas -- \$514 million. This report is no longer published.

INDEPENDENT PETROLEUM ASSOCIATION OF AMERICA

The Oil and Gas Producing Industry in Your State-September 1987.

Contact: Tina Lormand, 202-857-4722

This report contains general information on the oil and gas industry in Texas such as number of counties with oil and gas production, number of wells drilled, reserves and value of production.

KIDDER, PEABODY & CO. INC. OF NEW YORK

1986 Financial Analysis of the Motor Carrier Industry.

Contact: PCL Library, call number: HE 5623 F55 1986

This financial analysis contains information on the financial posture of trucking companies by size and type, reviewing carrier performance, profitability, liquidity and leverage. The report is based on the comprehensive uniform reports that carriers submit to the Interstate Commerce Commission.

MOTOR VEHICLE MANUFACTURERS ASSOCIATION

MVMA Motor Vehicle Facts and Figures 1987.

Contact: Detroit Office, 313-872-4311

This report prepared by the Motor Vehicle Manufacturers Association offers a comprehensive analysis of the motor truck and bus industry. Economic impact tables provide figures on the employment in the motor carrier and related industries, personal consumption expenditures and taxes paid for each state. Also included are tables on registration by state and accident and car thefts by state. Though this report replicates some material in previously cited reports, it presents the information in a more lucid and digestible form.

REGULAR COMMON CARRIER CONFERENCE

Quarterly Survey of General Freight Carrier Operating Results. Economic Research Committee, 1986.

Contact: Regular Common Carrier Conference, 703-838-1967

This quarterly survey provides national financial operating statistics for freight operators. The data base used for the survey allows for times series analysis. Information in the data base includes revenues and expenses, operating income, after tax income, producer price index, industrial production index, and tonnage. This information can serve as a baseline for comparison with Texas operating statistics.

The Regular Common Carrier Conference also publishes a newsletter containing information on freight operating characteristics, Interstate Commerce Commission rulings, and other national-related issues.

TRINC'S TRANSPORTATION CONSULTANTS

TRINC's Blue Book of the Trucking Industry 1986.

Contact: PCL Library, call number:HE 5623 A45 T68 39th 1983

This document includes information from the Annual Reports filed with the Interstate Commerce Commission by class I and class II Motor carriers of property. This document contains statistics on all Texas trucking companies that are regulated by the ICC.

UNIVERSITY OF MICHIGIAN TRANSPORTATION RESEARCH INSTITUTE

"Trucks Involved in Fatal Accidents" (TIFA).

Contact: Dr. Ken Cambell, 313-763-6076

This data base file contains detailed descriptions of accident rates for all medium and heavy trucks (greater than 10,000 pounds gross vehicle weight) involved in fatal accidents across the United States. The TIFA file combines the coverage of the Fatal Accident Reporting System (FARS) with the descriptive detail of the Bureau of Motor Carrier Safety (BCMS) accident reports. The file can be accessed by a number of variables and presented in a variety of formats, including state-specific statistics.

APPENDICES

Appendix A

Fuel Tax Allocation Procedure

The fuel tax allocation procedure was used to allocate revenues relating to motor fuels and lubricants (see note to table 2.6). The primary data used for this allocation procedure is shown in table A1. The number of vehicles is based on the information provided in table 1.6 and the note to table 1.6. The data for vehicle-miles-traveled (VMT) is based on information presented in Highway Statistics, 1986, published by the Federal Highway Administration, and adjusted to Texas according to the 1982 Census of Transportation: Truck Inventory and Use Survey, Texas and 1982 Census of Transportation: Truck Inventory and Use Survey, United States. VMT for Texas pickups is 22.92 percent higher than the national average, 24.24 percent higher for other single unit trucks, and 7.24 percent higher for tractor-trailer combinations. VMT for farm vehicles is assumed to be one-half of commercial trucks. Machinery VMT is the same as another single unit truck shown in Highway Statistics, 1986. The Federal Highway statistics were adjusted accordingly. (For purposes of allocation, it is assumed that pickups and passenger cars have the same VMT characteristics.) The "gallons per mile" category is also taken from Highway Statistics, 1986, with no adjustments to the data. Based on the total fuel consumed it is possible to estimate the percentage of total fuel consumed by each vehicle group. The total consumption for trucks and buses, excluding those used for personal transportation, is 32 percent.

Table A1
Fuel Tax Allocation Procedure

	Number of Vehicles	VMT	Total Miles Traveled	Gallons/ Mile	Total Fuel Consumed	Percent of Total Fuel Consumed
Passenger Car	8,373,039	11,831	99,059,156,711	0.0546	5,407,159,209	48.1804%
Motorcycle	248,715	1,789	444,951,135	0.0200	8,899,023	0.0793%
Buses	12,221	8,568	104,709,528	0.1751	18,337,921	0.1634%
Personal Use Trucks	1,818,042	14,022	25,492,584,924	0.0848	2,162,220,944	19.2664%
Commercial Trucks	1,580,850	14,022	22,166,678,700	0.0848	1,880,125,420	16.7528%
Combinations	129,724	63,392	8,223,419,084	0.1916	1,575,367,641	14.0373%
Farm Trucks	73,472	7,011	515,112,192	0.0848	43,690,602	0.3893%
Farm Truck-personal	83,556	7,011	585,811,116	0.0848	49687,118	0.4427%
Farm Combinations	2,279	31,696	72,234,791	0.1916	13,838,083	0.1233%
Machinery	36,903	12,029	443,906,187	0.1429	63,415,170	0.5651%
TOTAL	12,358,801	-	157,108,564,368	-	11,222,741,128	100.0000%
TOTAL TRUCKS AND BUSES*						32.0312%

*Excludes vehicles used for personal transportation, passenger cars, and motorcycles.

General Allocation Procedure

The general allocation procedure is simply based on the number of trucks and buses as a percentage of total vehicles registered in Texas. The particular data is presented in table 1.6 and its accompanying note. The Truck and Bus percentage of total vehicles is 14.85 percent. (Vehicles used for personal transportation are not included in the Truck and Bus percentage.) Taxes and fees that are allocated using this method are summarized in the note to table 2.6.

Registration Fee Allocation Procedure

The procedure used for registration fee allocation is very similar to the general allocation procedure, except that the basis of comparison are registration fees. Registration fee collections for 1986 and the amount collected for trucks and buses are shown in table A2. The commercial and farm truck allocations are adjusted to exclude vehicles used for personal transportation. Trucks and Buses, excluding those used for personal transportation, account for 27.75 percent of total registration fees.

Table A2
Registration Fee Allocation Procedure

	<u>All Vehicles</u>	<u>Trucks and Buses*</u>	<u>Percent of Total Trucks & Buses*</u>
Passenger Car	\$365,411,154	\$0	0.00%
Commercial truck	\$178,133,873	\$82,618,490	46.38%
Farm truck	\$4,514,366	\$2,093,763	46.38%
Combinations	\$41,611,487	\$41,611,487	100.00%
Apportioned	\$25,951,590	\$25,951,590	100.00%
Farm combination	\$343,058	\$343,058	100.00%
Trailer	\$24,522,198	\$24,522,198	100.00%
Token trailer	\$2,741,553	\$2,741,553	100.00%
Travel trailer	\$4,438,786	\$0	0.00%
Motor bus	\$248,529	\$248,529	100.00%
City bus	\$42,709	\$42,709	100.00%
Private bus	\$756,503	\$756,503	100.00%
Motorcycle	\$6,167,570	\$0	0.00%
Tractor	\$20,191	\$20,191	100.00%
Farm trailer	\$791,204	\$791,204	100.00%
Machinery	\$192,582	\$192,582	100.00%
Disaster relief	\$408	\$408	100.00%
Soil conservation	\$74,010	\$74,010	100.00%
Permit oil machinery	\$12,236	\$12,236	100.00%
Fertilizer truck	\$78,134	\$78,134	100.00%
TOTAL	\$656,052,141	\$182,098,645	27.76%

*Vehicles used for personal transportation have been excluded.

Note: Refunds have not been deducted and fee totals include state and county funds.

Source: Texas SDHPT, Division of Motor Vehicles, June 1987.

Tire Tax Allocation Procedure

The procedure used to allocate the federal tire tax involves a number of computations. The first step is to identify the number of vehicles that are subject to taxation. As indicated in table 2.1, tires under 41 pounds of pressure are not taxed as well as school, intercity, and local buses. Based on data from the Federal Highway Administration's Transportation System Descriptors Used in Forecasting Federal Highway Revenues: Final Report 1981, estimated tire weights for passenger cars and pickup trucks are less than the weights subject to the federal tire tax. Therefore, it is necessary to estimate the number of non-pickup commercial and personal use single unit trucks. Based on the 1982 Census of Transportation: Truck Inventory and Use Survey, Texas 92.31 percent of all single unit trucks are pickup, station wagon, etc. The remaining other single unit trucks can be further categorized according to those used for personal transportation (3.14 percent) and those used for other purposes (96.86 percent). Applying these percentages to the 1986 MVD registration data yields 8,219

personal use trucks; 253,283 commercial trucks; 11,702 farm trucks; and 380 farm trucks used for personal transportation. All other single unit trucks use tires that are not subject to the federal tire tax. The figure for buses subject to the federal tire tax represents private buses, since all others are exempt from the tax.

It is also necessary to adjust the number of taxable vehicles according to the estimated tax owed. Heavier tire weights are subject to a higher tax. Additionally, combination vehicles pay a tax on a larger number of tires as compared to a single unit truck. In order to account for this, a tax adjustment figure was calculated based on the percentage of estimated tire tax paid by each vehicle class. A typical vehicle for each vehicle group was selected for this purpose. The data used to calculate the tax adjustment figures are shown in table A3. Individual tire weights are based on Transportation System Descriptors Used in Forecasting Federal Highway Revenues: Final Report 1981.

Table A3
Tire Weight Adjustment

	<u>Individual Tire Weight</u>	<u>Tax per Tire</u>	<u>Total Tire Tax</u>	<u>Percent of Total Tax</u>
Single Unit Truck - 2 axle, 6 wheels	51 lbs	\$1.65	\$9.90	1.01%
Combination - 5 axle, 18 wheels	120 lbs	\$25.50	\$459.00	46.65%
Bus - 3 axle, 10 wheels	121 lbs	\$26.00	\$260.00	26.43%
Machinery - 3 axle, 10 wheels	120 lbs	\$25.50	\$255.00	25.92%
TOTAL			\$983.90	100.00%

Finally, after calculating the tire weight adjustment it is possible to estimate a tire tax allocation for each of the vehicle groups that are subject to the federal tire tax. Table A4 summarizes the data used in calculating the 99.89 percent allocation for trucks and buses, excluding those used for personal transportation.

Table A4
Tire Tax Allocation Procedure

	<u>Number of Vehicles</u>	<u>No. of Taxable Vehicles</u>	<u>Tire Weight Adjustment</u>	<u>Weighted Total</u>	<u>Final Allocation</u>
Passenger Car	8,373,039	0	-	-	-
Motorcycle	248,715	0	-	-	-
Buses	12,221	10,548	0.2643	2,787	3.63%
Personal Use Trucks	1,818,042	8,219	0.0101	83	0.11%
Commercial Trucks	1,580,850	253,283	0.0101	2,549	3.32%
Combinations	129,724	129,724	0.4665	60,518	78.92%
Farm Trucks	73,472	11,702	0.0101	118	0.15%
Farm Truck-personal	83,556	380	0.0101	4	*
Farm Combination	2,279	2,279	0.4665	1,063	1.39%
Machinery	36,903	36,903	0.2592	9,564	12.47%
TOTAL	12,358,801	453,036	-	76,685	100.00%
TOTAL TRUCKS AND BUSES**					99.89%

*Represents less than .01 percent.

**Excludes pickup trucks, etc. because estimated tire weight is under the taxable rate, as well as vehicles used for personal transportation, passenger cars, and motorcycles.

Appendix B

Agency/Organization Contacts

American Bus Association

Marilyn Fleckenstein
202-293-5890

American Trucking Association

Tom Kenefick
703-838-1788
(worked on the previous Texas fact book)

Independent Petroleum Association of America

Tina Lormand, Assistant to Information Services Dept.
202-857-4722

Motor Vehicle Manufacturers Association

300 New center Building
Detroit, Michigan 48202
313-872-4311

1090 K Street NW
Washington, D. C. 20006
202-775-2700

Private Trucking Council

Dodi Reagan
202-785-4900

Railroad Commission

Letty Vicinaiz
512-463-7254

Michael Brackens, Programmer
512-463-7177

Transportation Division
Mike Ellis
512-463-7110
April 8, 1988

82,355 regulated trucks

Regulated Common Carriers Conference

Jim Harkins
703-838-1967

Texas Comptrollers Office

Motor Fuel Tax

Chris Ellsworth
512-63-4926

Motor Vehicle Registration Tax

Valerie Vindici
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Motor Vehicle Sales Tax

Ed Baldwin
512-463-4600

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U. S. Department of Commerce, Bureau of the Census

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U. S. Department of Commerce, Bureau of the Census cont.

Motor Freight Transportation and Public Warehousing
Tom Zabelsky
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U. S. Department of Transportation, Federal Highway Administration

Joe Ullman
202-366-5032

U. S. Department of Agriculture, Office of Transportation

William Dunton, Traffic Manager
202-653-6157
(statistics on non-regulated commodity transportation)

University of Michigan Transportation Research Institute

Dr. Ken Cambell
313-763-6076