



City of El Paso Potential Revenue Sources for International Bridges

May 14, 2013



Infrastructure Fee Scenario

POTENTIAL REVENUE FROM CHARGING AN INFRASTRUCTURE FEE FOR ALL NORTHBOUND COMMERCIAL TRAFFIC ENTERING THE BORDER SAFETY INSPECTION FACILITY

YEAR	TRUCK TRAFFIC	TRUCK TRAFFIC REVENUE
2005	393,442	\$5,075,402
2006	387,281	\$4,995,925
2007	398,483	\$5,426,010
2008	414,556	\$6,239,068
2009	316,731	\$4,766,802
2010	321,721	\$4,841,901
2011	337,609	\$5,081,015
2012	314,730	\$4,736,687

NOTES:

1. Traffic Data is Northbound Traffic Data provided by CBP
2. Revenue is based on charging a fee that is equal to the toll fee
3. Alternately, a flat fee, instead of the current toll fee, could be charged
3. Commercial Traffic Revenue is based on an average of 4.3 axles per truck. As an example, in 2013, the average fee will be about \$15.05 (\$3.50X4.3) for a commercial truck crossing northbound into El Paso.
4. Commercial Traffic Revenue is based on \$3.00/Axle up to August 31, 2007 then \$3.50/axle afterwards



Tolling Fee Scenario

POTENTIAL REVENUE FROM TOLLING SOUTHBOUND TRAFFIC AT BRIDGE OF THE AMERICAS

YEAR	TRUCK TRAFFIC	TRUCK TRAFFIC REVENUE	PASSENGER VEHICLE TRAFFIC	PASSENGER VEHICLE TRAFFIC REVENUE	PEDESTRIAN TRAFFIC	PEDESTRIAN TRAFFIC REVENUE	TOTAL BOTA TRAFFIC REVENUE
2005	421,221	\$5,433,745	10,876,167	\$17,945,675	2,006,948	\$702,432	\$24,081,852
2006	438,817	\$5,660,744	10,470,775	\$17,276,778	2,138,478	\$748,467	\$23,685,989
2007	433,162	\$5,898,226	9,587,498	\$17,736,872	2,588,141	\$905,849	\$24,540,947
2008	411,135	\$6,187,574	9,434,833	\$21,228,374	2,826,054	\$989,119	\$28,405,068
2009	337,254	\$5,075,679	6,767,516	\$15,790,871	2,223,413	\$889,365	\$21,755,915
2010	364,613	\$5,487,430	6,290,268	\$15,725,669	1,957,444	\$978,722	\$22,191,821
2011	374,583	\$5,637,474	5,660,862	\$14,152,155	1,846,642	\$923,321	\$20,712,949
2012	359,972	\$5,417,576	5,744,534	\$14,361,335	2,031,067	\$1,015,533	\$20,794,445

NOTES:

1. Traffic Data is Northbound Traffic Data Reduced by the Southbound Traffic Data from the City POE's with a 0.97 reduction factor
2. Revenue is based on charging a fee that is equal to the toll fee
2. Commercial Traffic Revenue is based on an average of 4.3 axles per truck
3. Commercial Traffic Revenue is based on \$3.00/Axle up to August 31, 2007 then \$3.50/axle afterwards
4. Passenger Vehicle Revenue is based on \$1.65 per car up to August 31, 2007, then \$2.25 per car up to August 31, 2009, then \$2.50 per car afterwards.
5. Pedestrian Traffic Revenue is based on \$0.35 per pedestrian up to August 31, 2009, then \$0.50 per pedestrian afterwards
6. Tolling of BOTA traffic will require agreement from the Federal Governments of both the US and Mexico
7. Tolling of BOTA traffic will require substantial infrastructure, both road and tolling, improvements



Questions?