



2030 COMMITTEE

Recommendations

December 17, 2008



Draft Pending Commission
Review and Public Comment

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Context of 2030 Study

- Population growth, policy issues, high public and policy interest
- Urgent need for current, independent, authoritative statewide needs assessment superseding all prior estimates
- Volunteer committee – experienced, respected stakeholders guiding independent research
- Public hearings - solicit citizen input
- Funding available, even with new sources, will not be adequate to address all identified transportation needs

2030 Committee Scope

- Comprehensive update on the mobility and maintenance needs of Texas
 - Maintenance: pavements and bridges
 - Mobility: urban and rural
- Overview other transportation needs, especially potential for Texas' relying increasingly on non-highway modes



Key Questions

- Infrastructure goals?
- Level of investment needed from all sources?
 - Infrastructure (bridges, pavements)
 - Mobility and safety (urban, rural)
- Effects of alternative investment levels?
- Strategic relationships with other modes?
(public transportation, freight rail, intercity passenger rail, ports and waterways, airports)

Committee Goals

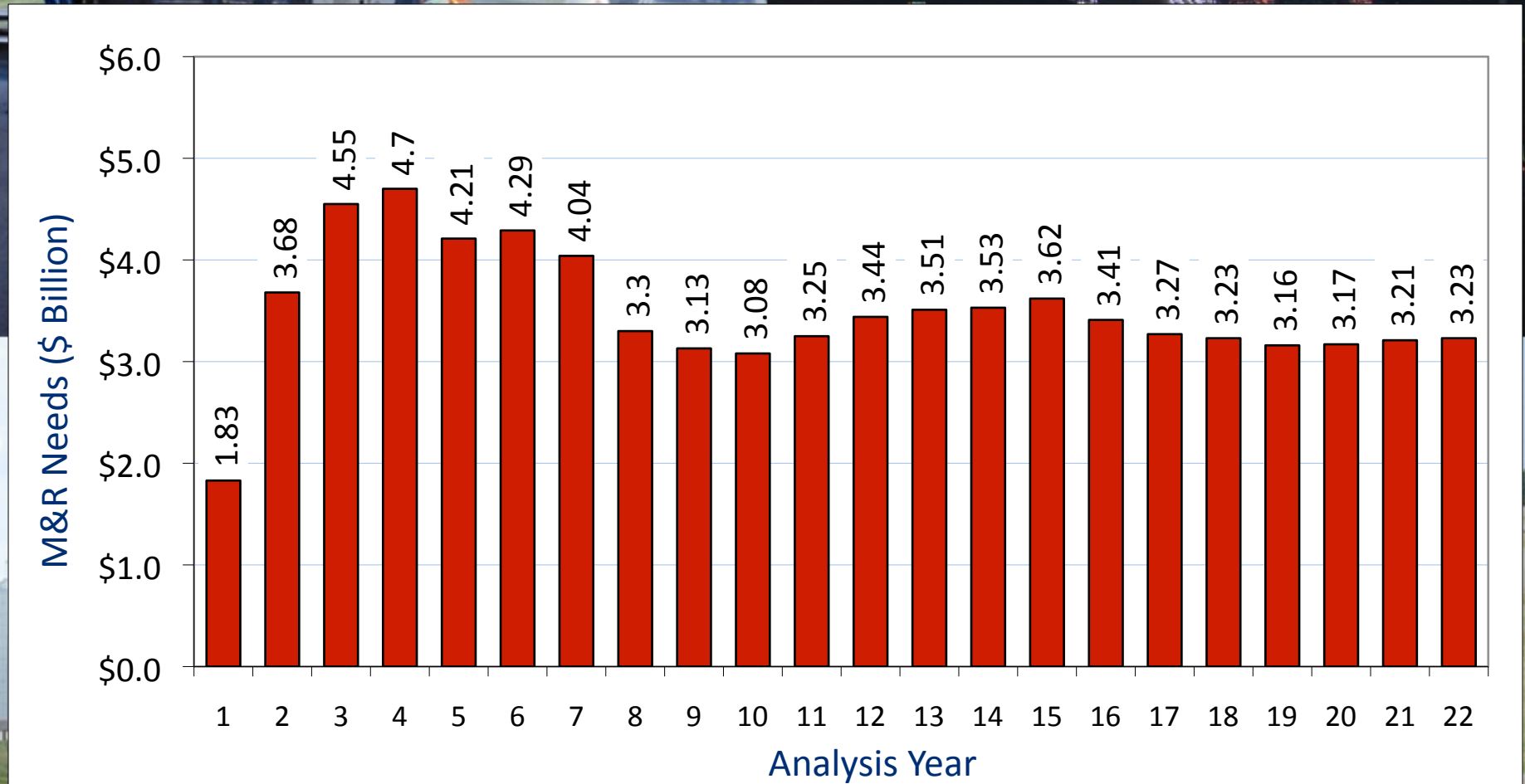
- Preserve and enhance the value of the state's enormous investment in transportation infrastructure
- Preserve and enhance urban and rural mobility and their value to the economic competitiveness of Texas
- Enhance the safety of Texas' traveling public
- Initiate a discussion on strategic rebalancing of transportation investments to anticipate future capacity restraints and mobility needs

Committee Recommendations - Pavements

- Preserve asset value of all pavements - maintain 90% “Good” or better pavement condition goal
- Establish statewide system to forecast pavement maintenance and priorities

$$\text{Investment needed} = \frac{\$89 \text{ Billion Total}}{\$4.0 \text{ Billion Annually}}$$

90% “Good” or Better Goal Total and Annual Needs



Committee Recommendations - Bridges

- Replace on-system structurally deficient and sub-standard for load only bridges by 2012
- Replace remaining structurally deficient, sub-standard for load only, and functionally obsolete bridges by 2030
- Increase inspection and maintenance activities
 - Maintain safety
 - Extend life

Investment needed = $\frac{\$36 \text{ Billion Total}}{\$1.6 \text{ Billion Annually}}$

Bridge Replacement, Maintenance and Inspection Costs (Billions 2008 \$)

Bridge Type	Replacement	Maintenance	Inspection	Total Cost
On-System	\$ 19.9	\$ 1.1	\$ 0.6	\$ 21.6
Off-System	\$ 7.8	*	\$ 0.3	\$ 8.1
Mobility	**	\$ 0.1	\$ 0.2	\$ 0.3
Special & Large	\$ 6.1	***	***	\$ 6.1
Total Costs	\$ 33.8	\$ 1.2	\$1.1	\$36.1

* *Funded by cities and counties*

** *New bridges built as a result of mobility needs*

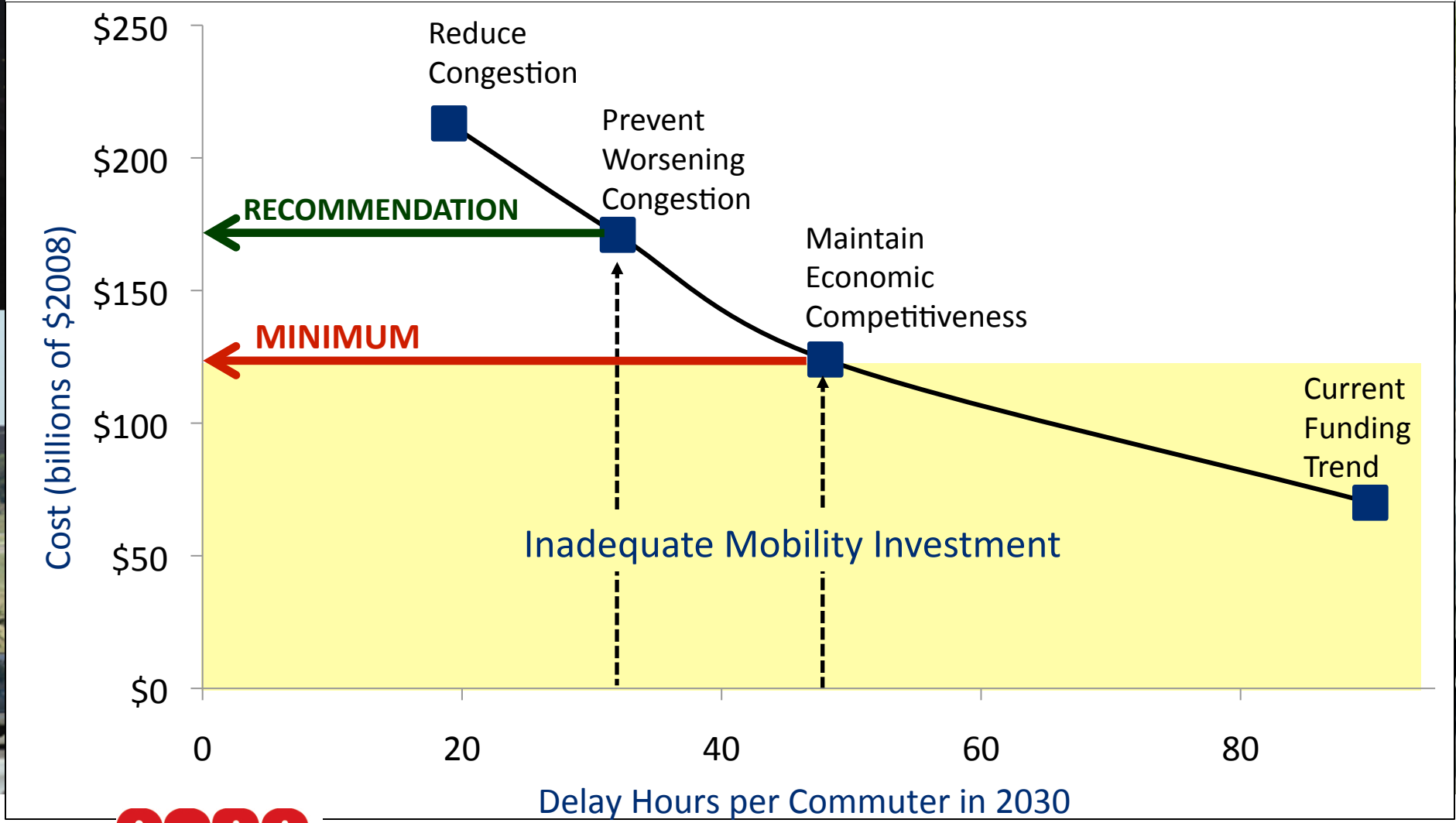
*** *Special and large bridge maintenance costs included in on-system category*

Committee Recommendations – Urban Mobility

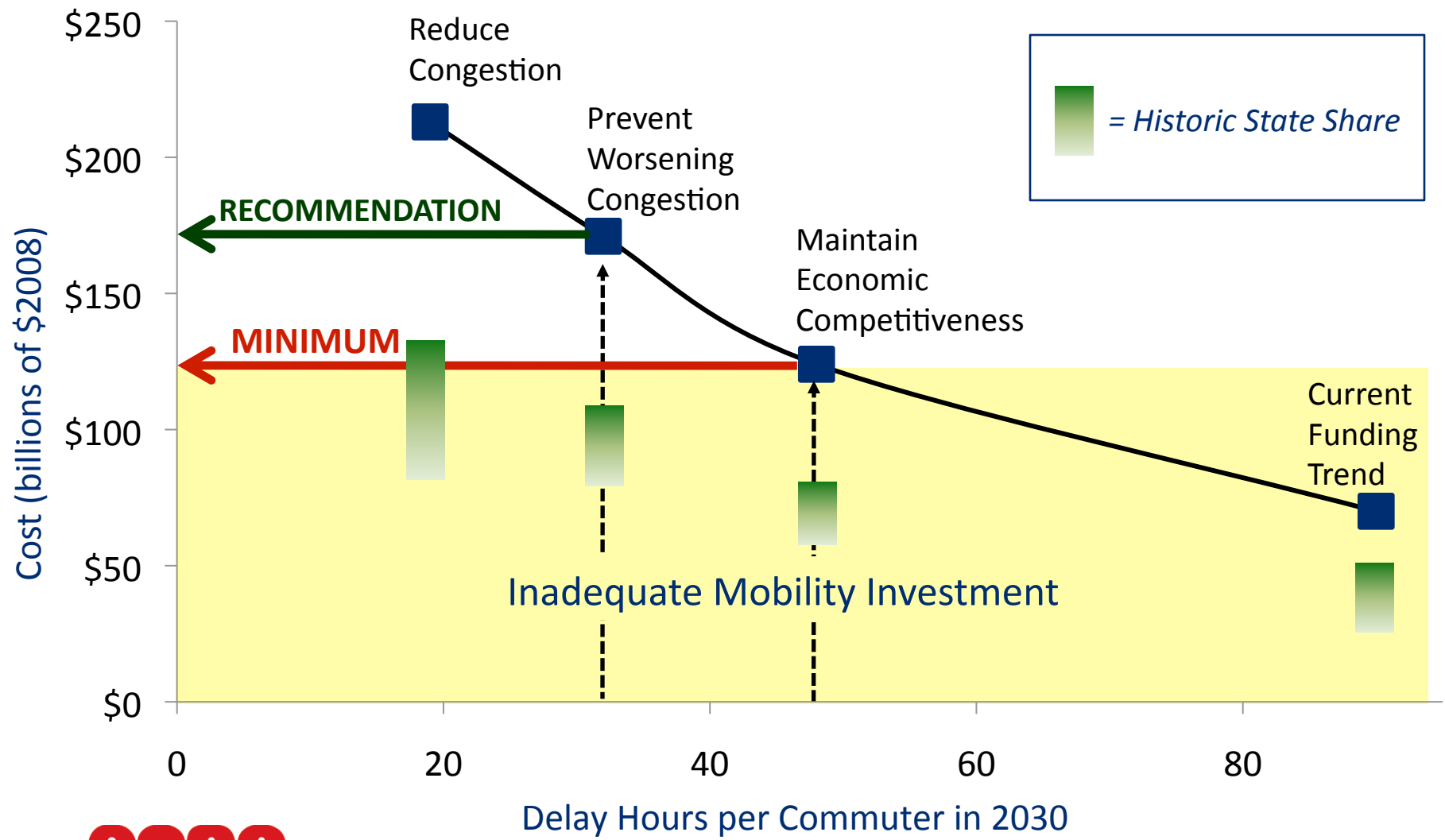
- Prevent worsening congestion; do not allow Texas' urban mobility to decline below the average of peer cities
- Broaden ability of urban regions to raise revenue to increase mobility if locally desired without reducing state funding for mobility

Investment needed = $\frac{\$171 \text{ Billion Total}}{\$7.8 \text{ Billion Annually}}$

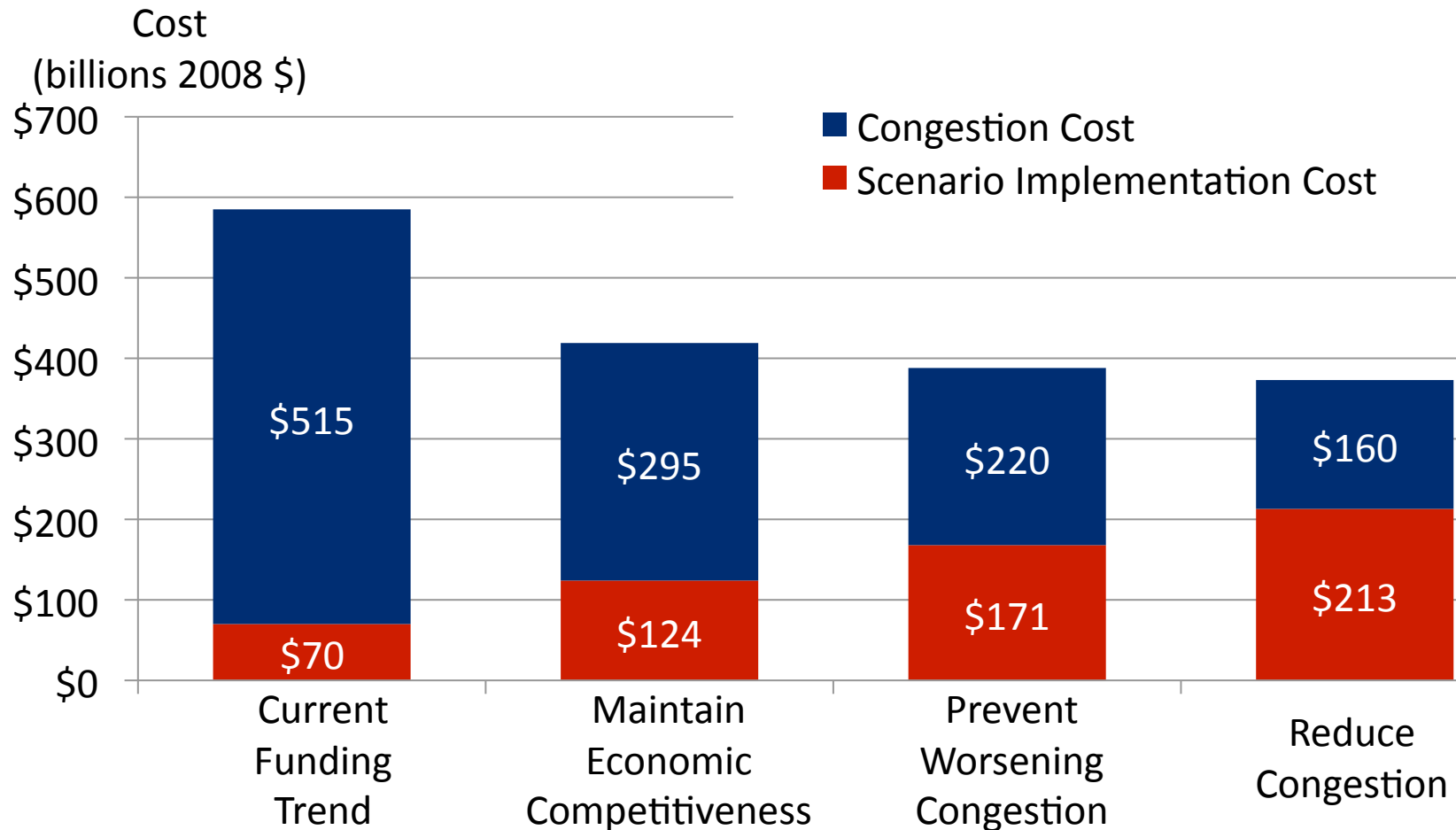
Mobility Scenario Comparisons



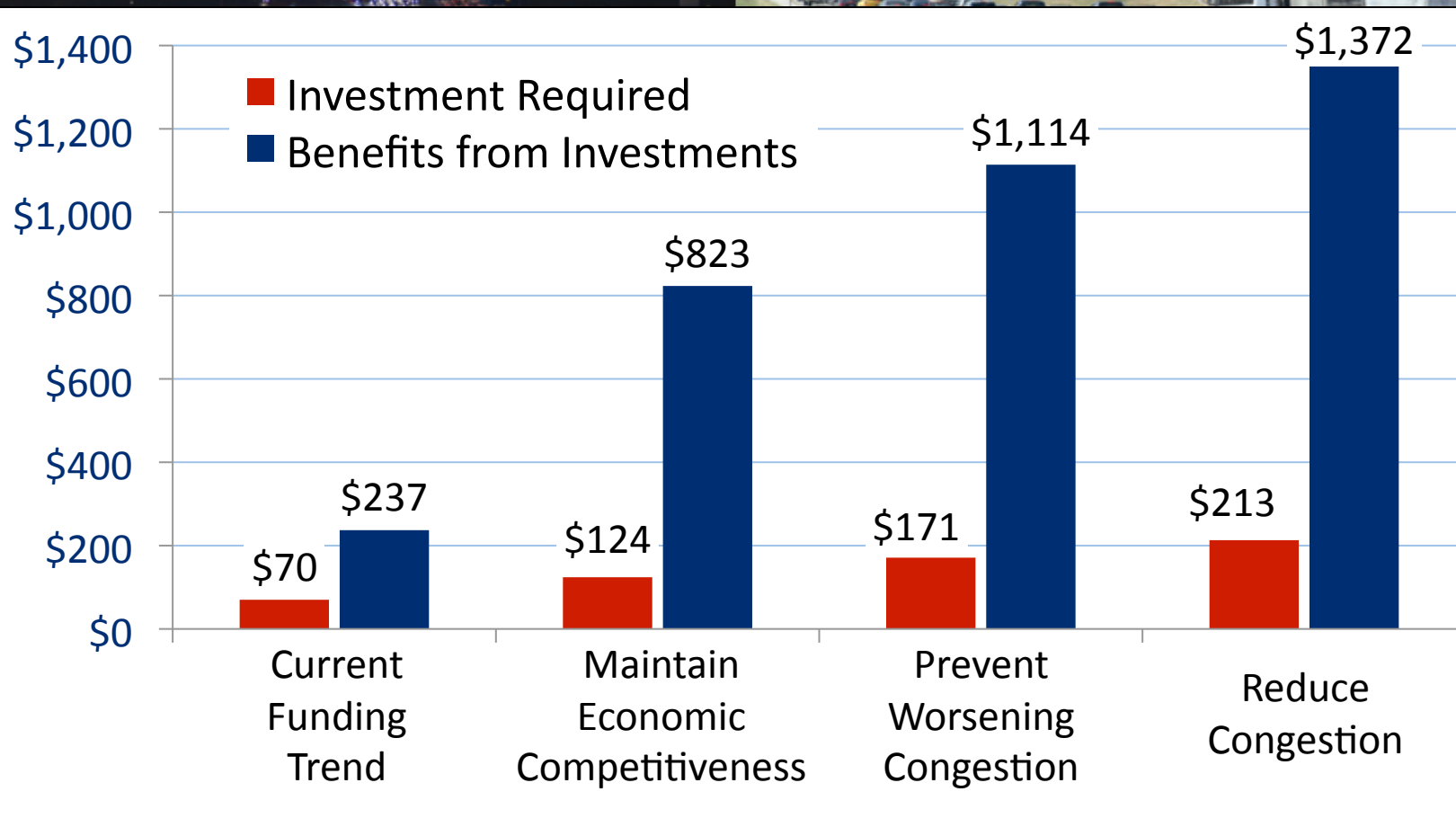
Mobility Scenario Comparisons



Scenario Implementation and Congestion Costs



Benefits and Costs of Urban Scenario Investments in 2030 (Billions 2008 \$)

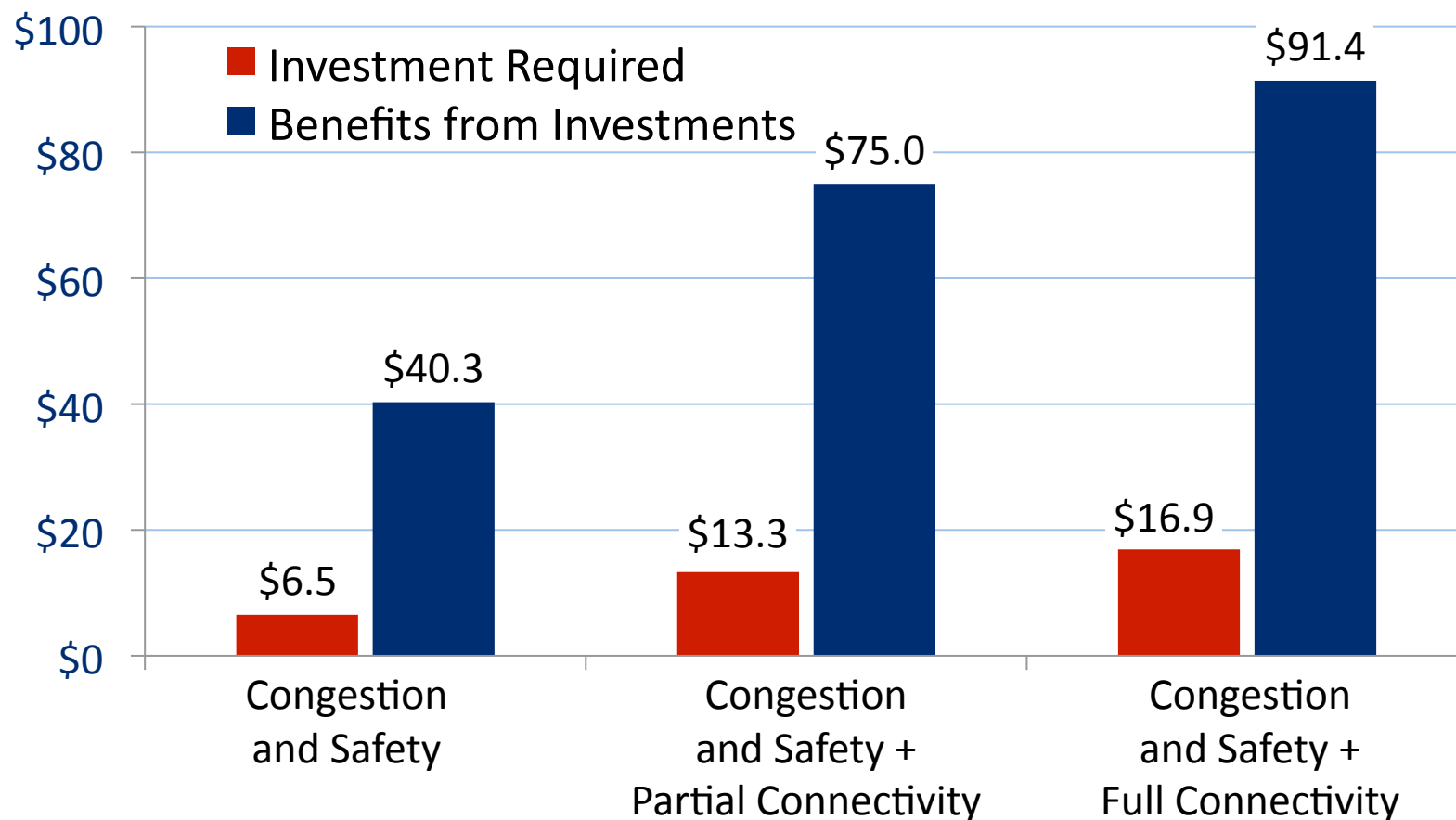


Committee Recommendations – Rural Mobility and Safety

- Complete Texas Trunk System
 - Facilitate rural competitiveness
 - Safety
- Prioritize additional road capacity for highest immediate economic impact

Investment needed = $\frac{\$17 \text{ Billion Total}}{\$0.8 \text{ Billion Annually}}$

Benefits and Costs of Rural Scenario Investments in 2030 (Billions 2008 \$)



Total Investment Needed (2008 \$)

	2009 - 2030	Per Year
Pavements	\$ 89 Billion	\$ 4.0 Billion
Bridges	\$ 36 Billion	\$ 1.6 Billion
Urban Mobility	\$ 171 Billion	\$ 7.8 Billion
Rural Mobility/Safety	\$ 17 Billion	\$ 0.8 Billion
TOTAL	\$ 313 Billion	\$14.2 Billion

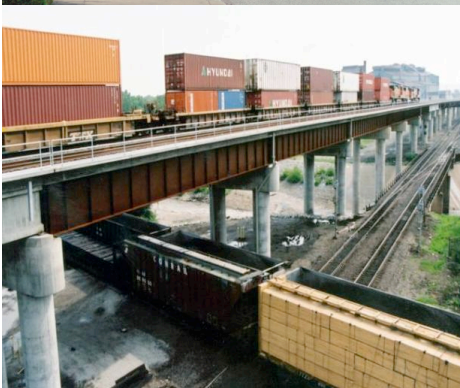
Total and State Investment Needed (Billions 2008 \$)

	Needs 2009 - 2030		Annual Investment	
	Total	State Investment	Total	State Investment
Pavements	\$ 89	\$ 89	\$ 4.0	\$ 4.0
Bridges	\$ 36	\$ 36	\$ 1.6	\$ 1.6
Urban Mobility	\$ 171*	\$ 106	\$ 7.8*	\$ 4.8
Rural Mobility/Safety	\$ 17	\$ 17	\$ 0.8	\$ 0.8
TOTAL	\$ 313	\$248	\$14.2	\$11.2

** Historically about 2/3 of Urban Mobility has been State responsibility, 1/3 local*

Other Transportation Modes for 2030

The state's role warrants further study beyond current scope of the 2030 Committee



Public Transportation

- Perform a comprehensive examination of federal, state and local partnerships to meet regional needs through coordination of funding and services



Freight Rail

- Maintain prudent regulatory policy
- Continue TxDOT initiatives
- Continue analysis of public/private potential



Intercity Passenger Rail

- Conduct comprehensive examination of conventional and high-speed rail alternatives
 - Committee of representative stakeholders
 - Recommendations in 2010



Ports and Waterways

- Monitor adequacy of federal and state funding to meet security requirements
- Monitor federal and state funding to provide adequate connecting transportation infrastructure to ensure a significant contribution to Texas' economic competitiveness



Airports

- Monitor adequacy of federal and state funding to ensure a significant contribution to economic competitiveness





QUESTIONS?

