

2030 COMMITTEE





It's About Time: Investing in Transportation to Keep Texas Economically Competitive

March 31, 2011

2030
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Primary 2030 Report Researchers

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 - David Ellis, Tim Lomax, Terri Parker, Brianne Glover, Nick Norboge, Wally Crittenden, David Schrank
- Center for Transportation Research, The University of Texas at Austin
 - Rob Harrison, Mike Murphy, Zhanmin Zhang, Seokho Chi
- The University of Texas at San Antonio
 - Jose Weissmann, Angela Weissmann



Committee Accomplishments

- Scenarios describe possible “futures”
 - Transportation infrastructure – roads & bridges
 - Urban and rural mobility
 - Effect on economic competitiveness & quality of life
- Possible funding options
- Guiding principles for projects/programs
- How Texans will pay for transportation
- Information for future decisions



How is the 2011 Report Different from the 2009 Report?

- Scenarios – components & time scales
 - Pavement quality
 - Bridge quality
 - Urban mobility
 - Rural connectivity
- Many possible funding options - but no easy ones
- Transportation Action Principles
- Quantified costs
 - Taxes, fees, tolls
 - Vehicle use & maintenance, time, fuel

2011 to 2015

2016 to 2019

2020 to 2035

Texas Transportation Action Principles

Priorities

- Local & state officials in best position to choose projects
- Preserve infrastructure first – enormous penalties if maintenance postponed
- Ensure maximum “bang for the buck”
- Display results & be accountable

Approach

- Involve everyone in the solution – commuters, employers, carriers, shippers, manufacturers, etc.
- Attack problems , but also seize opportunities that support economic development
- Users pay for services they “consume”
- Make timely decisions & react quickly to avoid greater expense in the future



Committee Scenarios

Conditions, Funding and Letter Grade

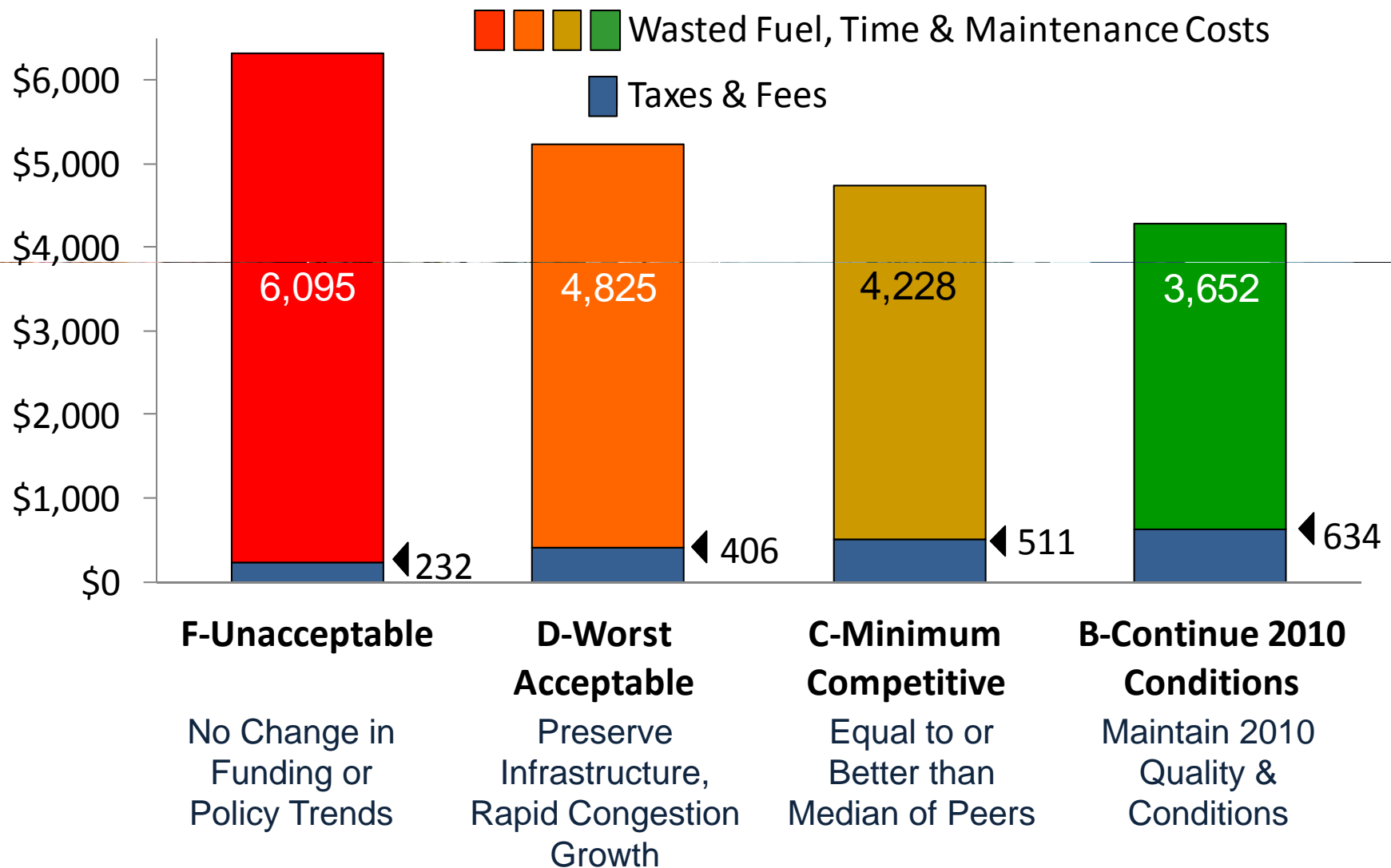
F – Unacceptable Conditions – What will happen if policies do not change? Conditions deteriorate & congestion grows rapidly

D – Worst Acceptable Conditions – Preserve enormous infrastructure investment, but congestion grows rapidly

C – Minimum Competitive Conditions – Conditions equal to or better than median of peer cities & states

B – Continue 2010 Conditions – Maintain current quality & congestion levels

Average Annual Transportation Costs per Household, 2011 to 2035

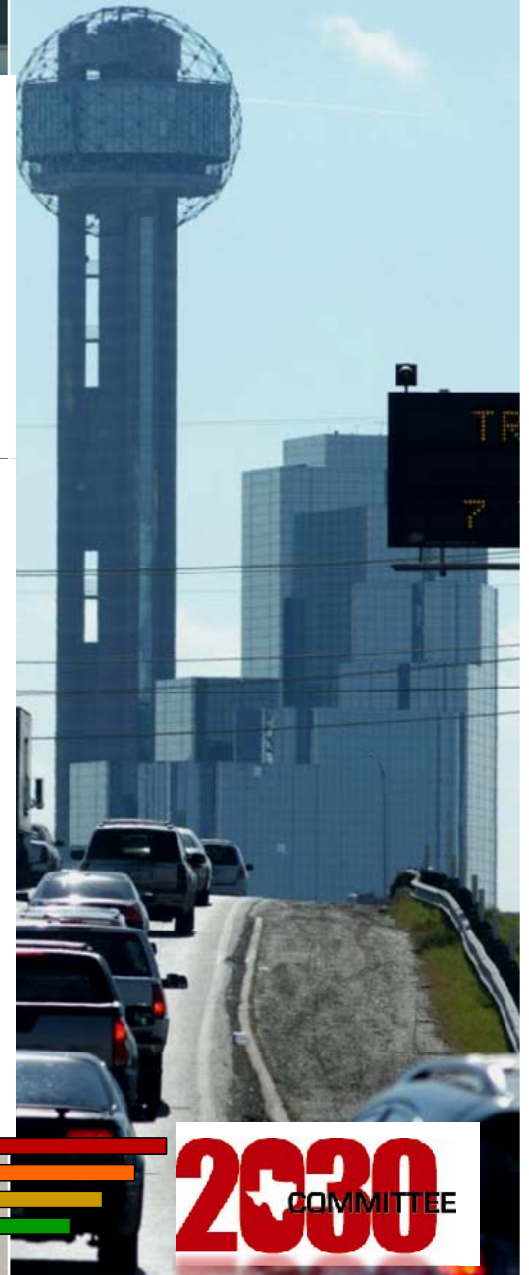


Annual Investment 2011 to 2035

Scenario & Grade	Total Investment \$Billion (\$2010)	Average Cost per Household
F - Unacceptable Conditions	\$4.0	\$232
D - Worst Acceptable	\$7.0	\$406
C - Minimum Competitive	\$8.7	\$511
B - Continue 2010 Conditions	\$10.8	\$634

Examples of Revenue Options

- Capture existing revenue
 - \$100+ million/year from a variety of truck fees
 - Transfers to DPS: \$600 million per year
- System-wide sources
 - Fuel tax
 - Vehicle registration fee
- Targeted options
 - Toll roads
 - Project-specific incentives
 - Public-private partnerships
- Area approaches
 - Local option vehicle registration fees
 - Local option fuel tax



Committee Conclusions

- Certain – Texans will pay more for transportation in the future
- Uncertain – the answer to “how?” and “how much?”
- Local and state officials should select projects
- Transportation Action Principles should guide investment decisions
- Many funding options are available

Pay more & suffer ? OR Pay less & solve ?
Doesn't seem like a difficult choice