

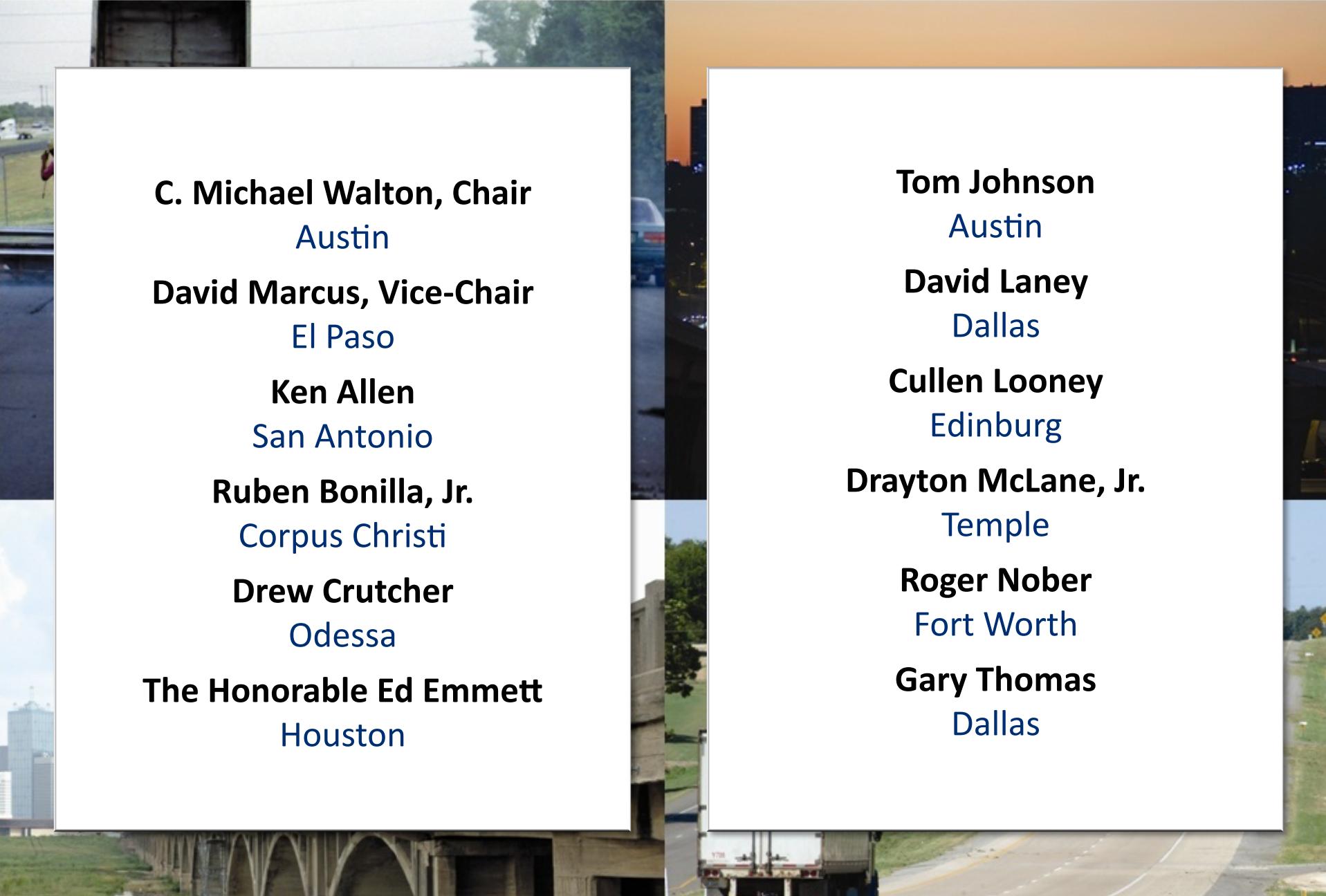


# 2030 COMMITTEE Recommendations

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

A modern light rail train, labeled "HOUSTON" and "METRO", is shown in motion on tracks in an urban setting. The train is white with blue and red accents. In the background, there are tall buildings and a paved walkway with small fountains.

## 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



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# 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

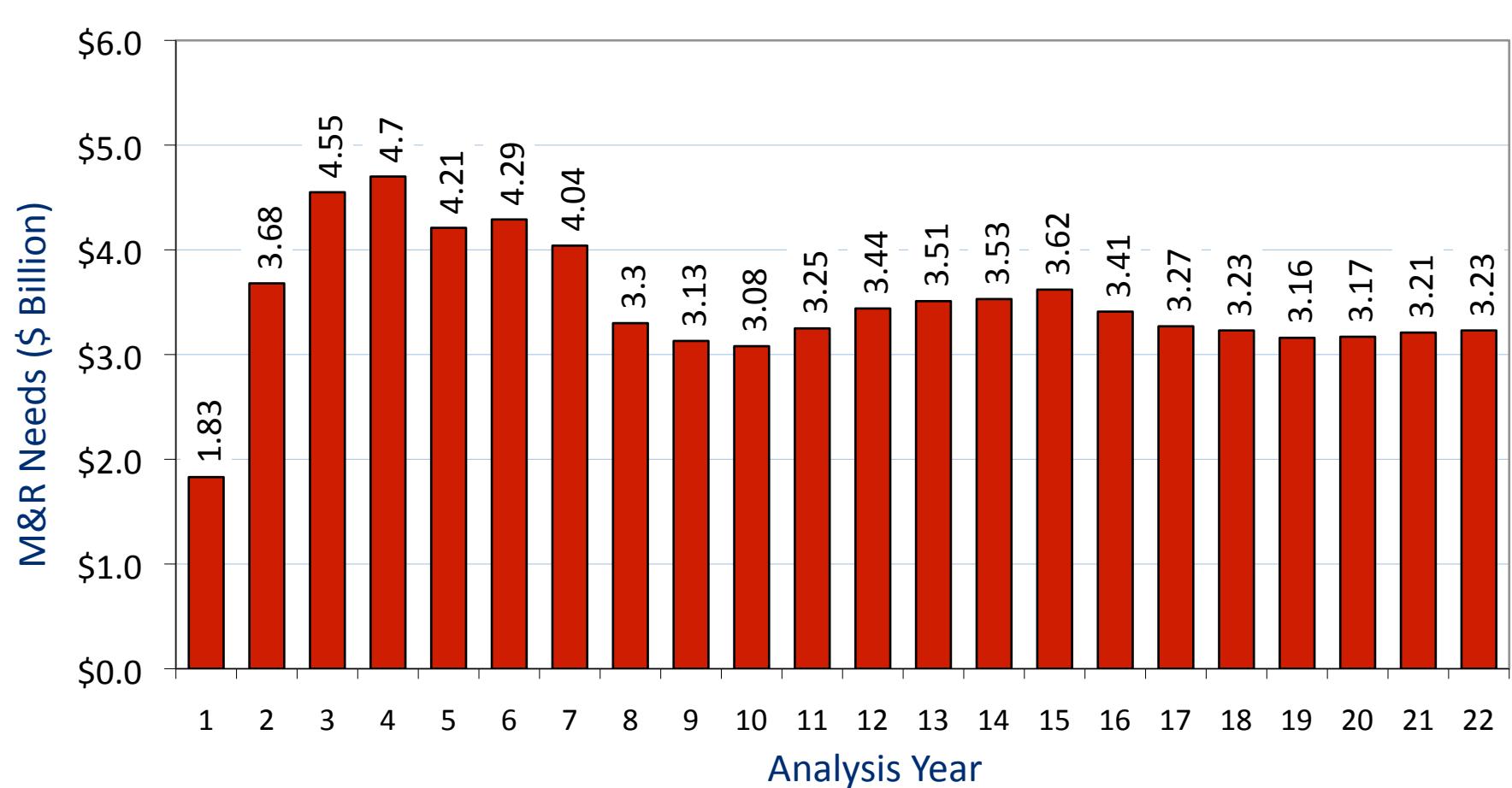
- Preserve and enhance the value of the state's enormous investment in transportation infrastructure
- Preserve and enhance urban and rural mobility and their value to the economic competitiveness of Texas
- Enhance the safety of Texas' traveling public
- Initiate a discussion on strategic rebalancing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

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
<b>Total Costs</b>	<b>\$ 33.8</b>	<b>\$ 1.2</b>	<b>\$1.1</b>	<b>\$36.1</b>

\* Funded by cities and counties

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

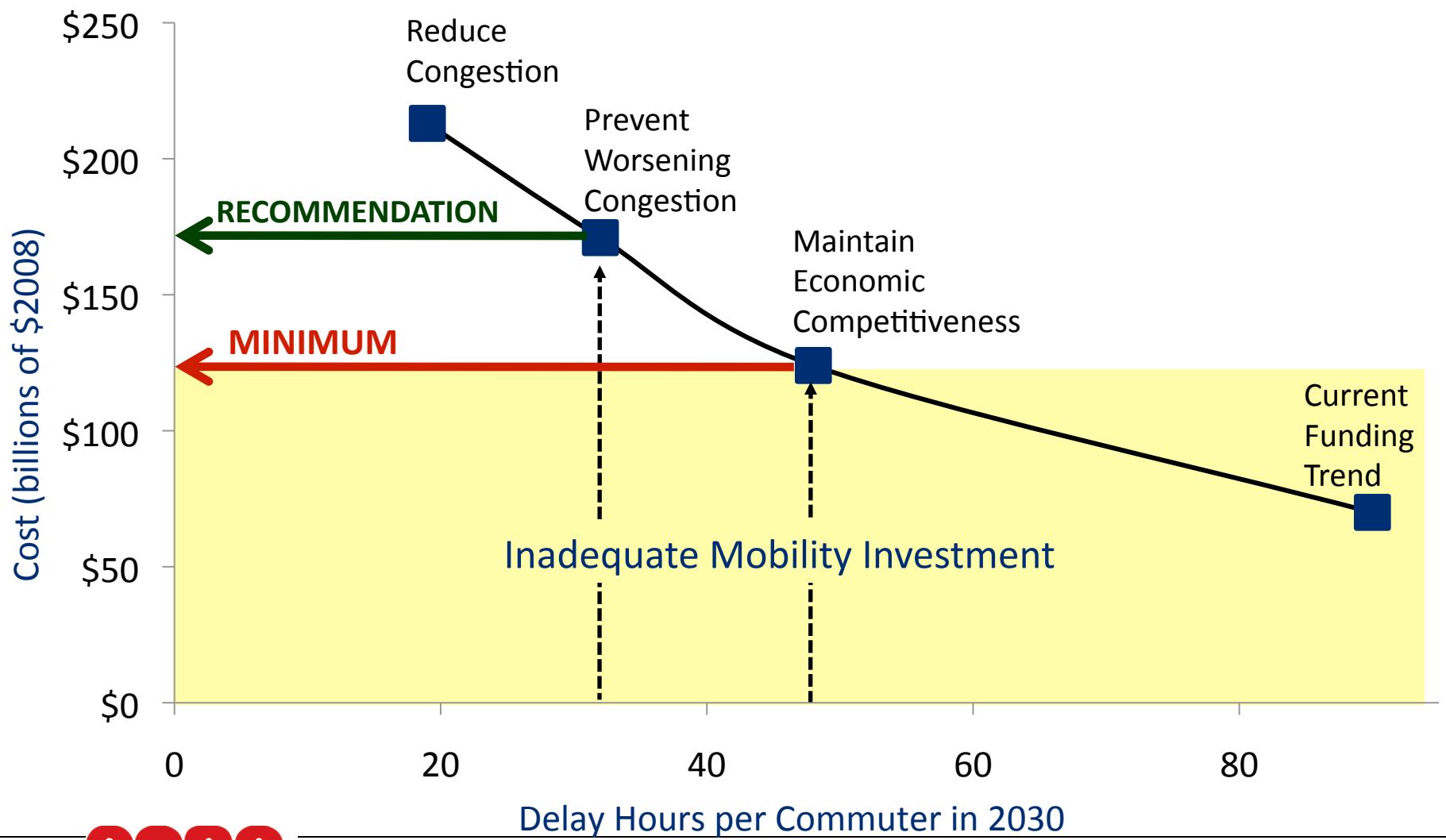
\*\*\* Special and large bridge maintenance costs included in on-system category

# 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

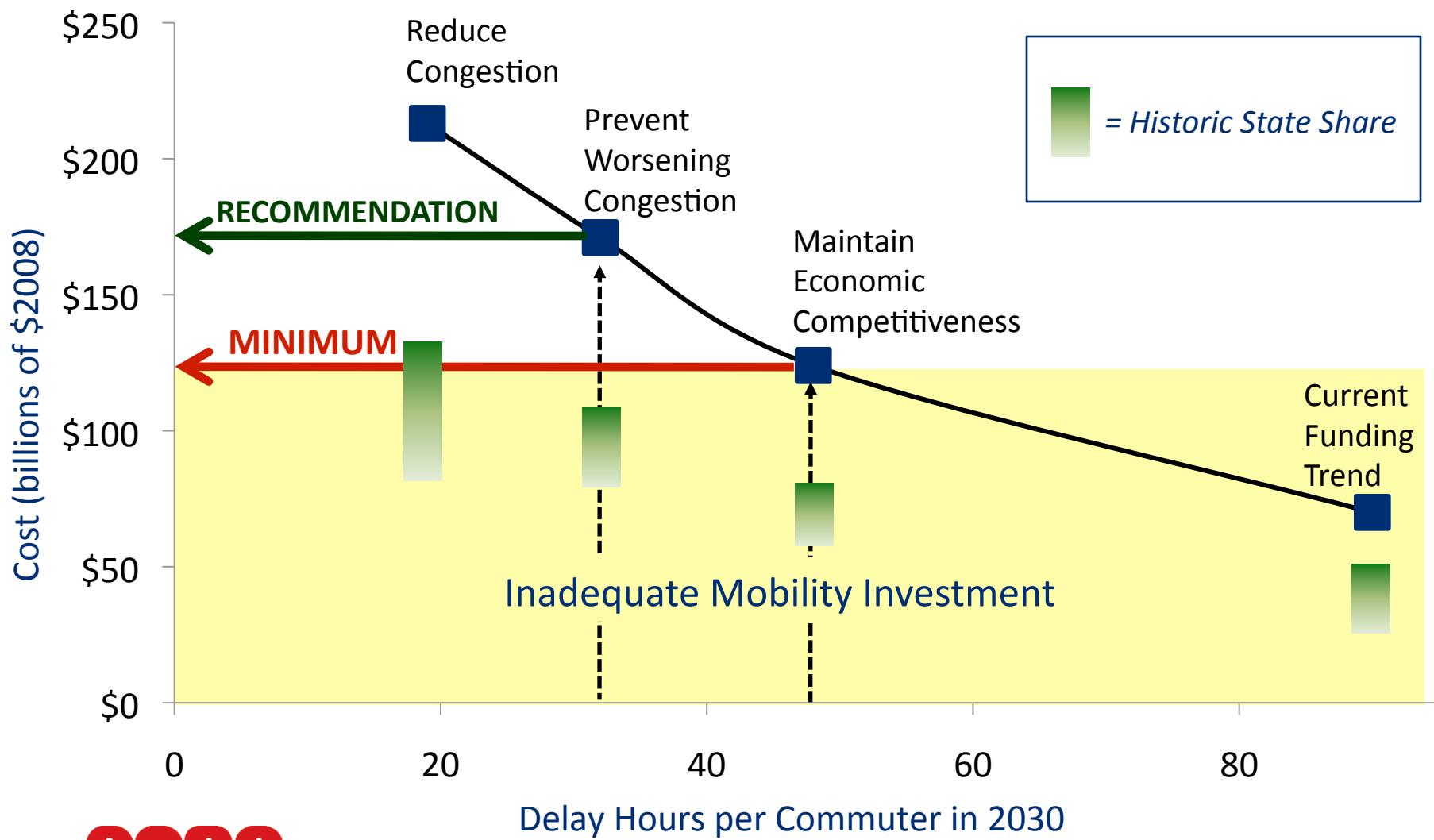
Investment needed = 
$$\frac{\$171 \text{ Billion Total}}{\$7.8 \text{ Billion Annually}}$$

# Mobility Scenario Comparisons

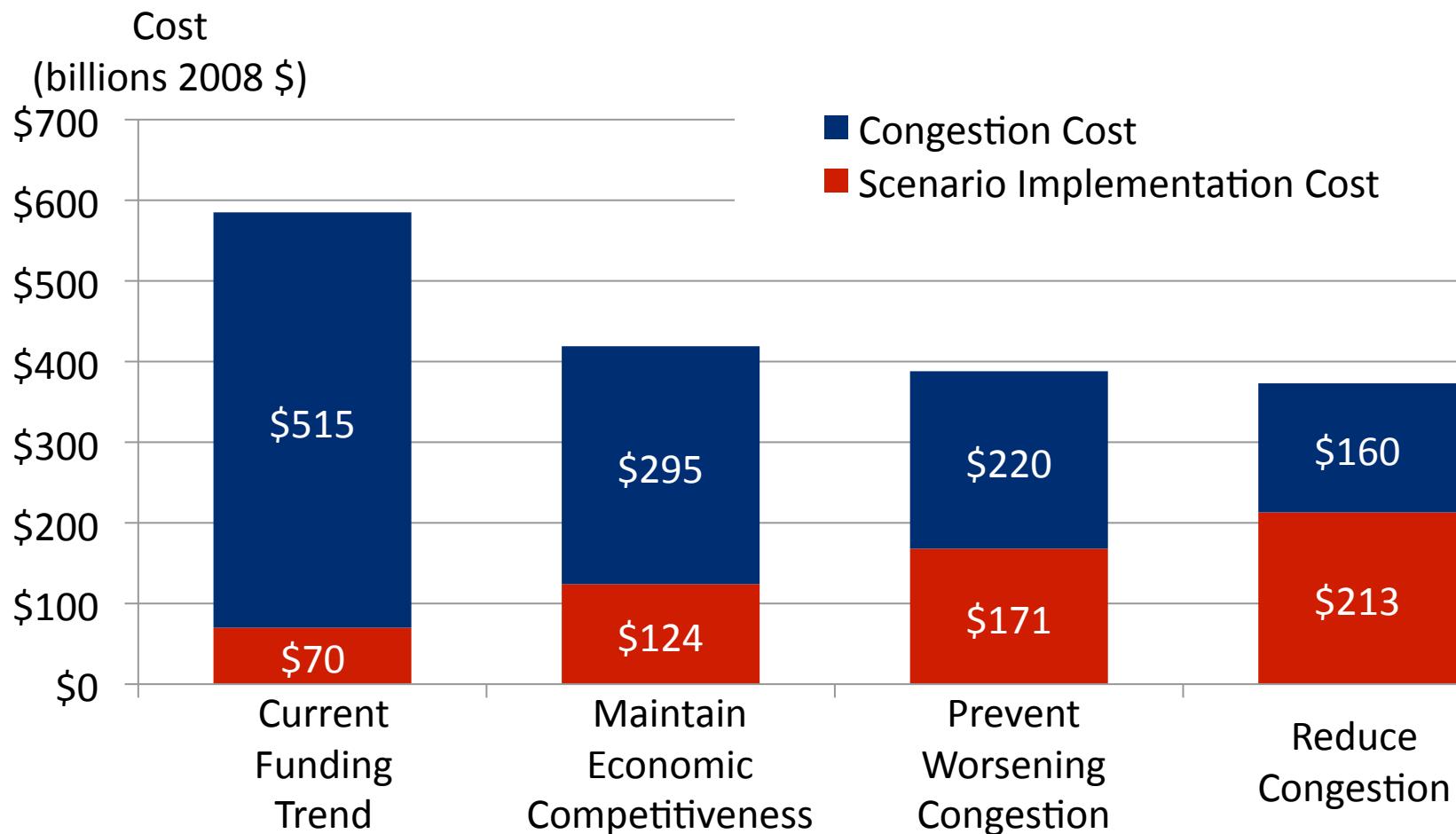


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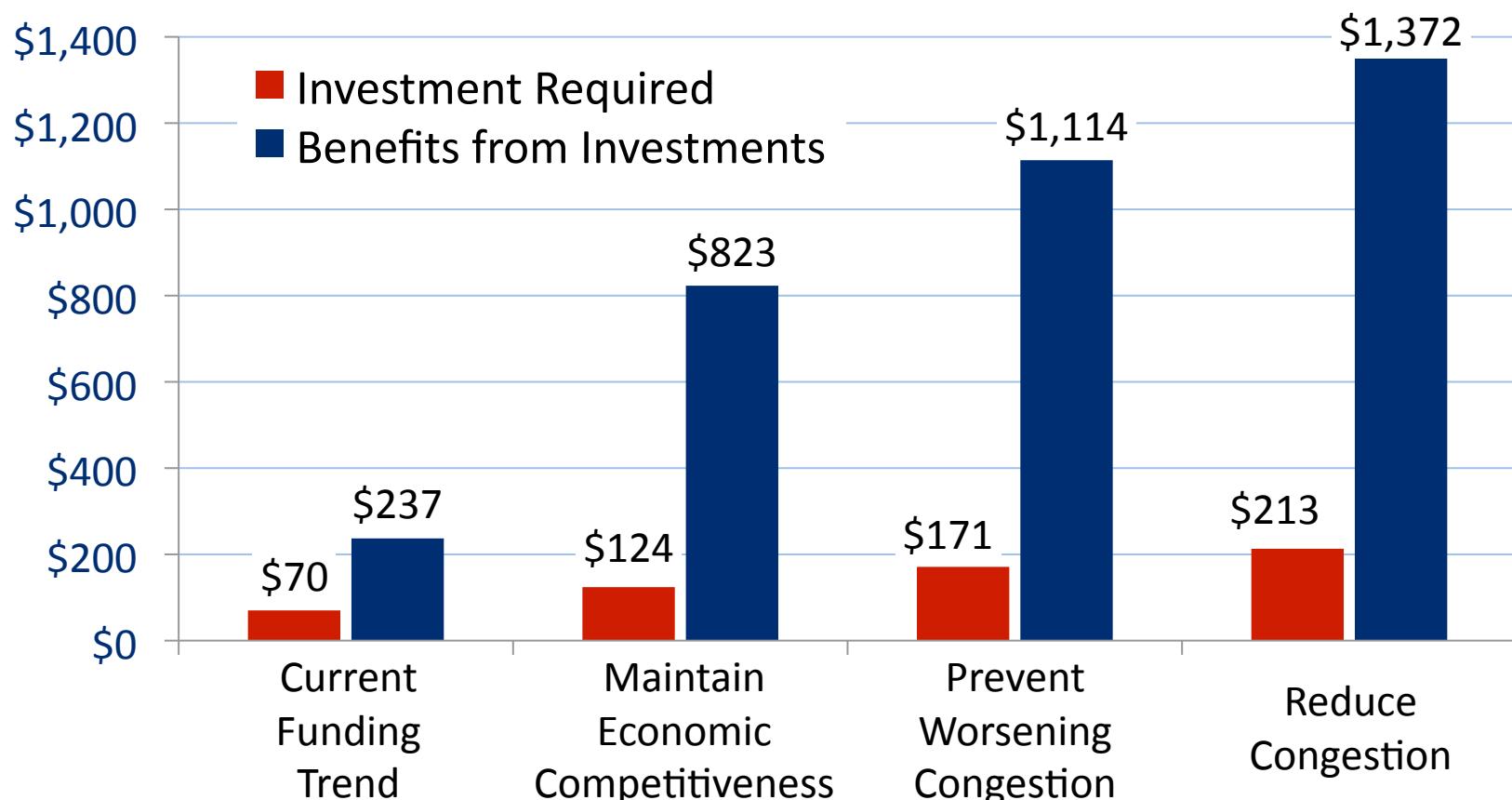
# Mobility Scenario Comparisons



# Scenario Implementation and Congestion Costs



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

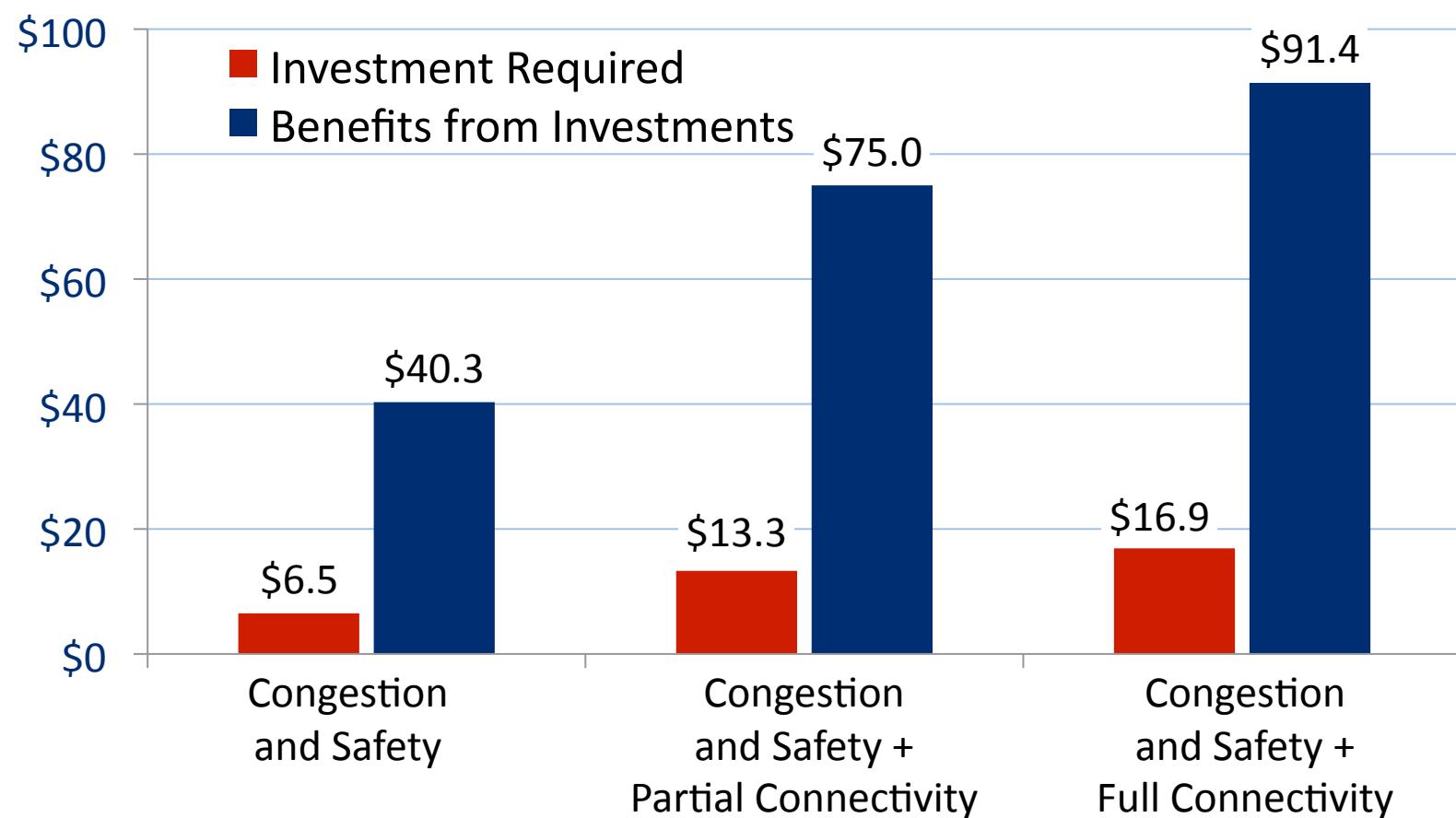


# Committee Recommendations – Rural Mobility and Safety

- 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 \$)

	<b>2009 - 2030</b>	<b>Per Year</b>
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
<b>TOTAL</b>	<b>\$ 313 Billion</b>	<b>\$14.2 Billion</b>

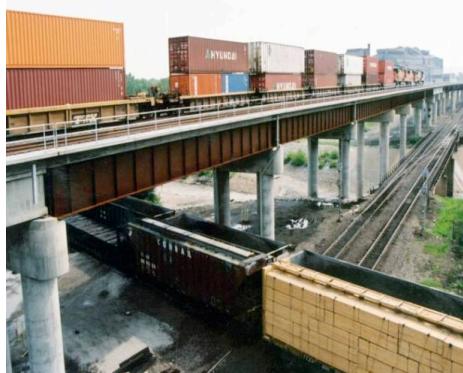
# Total and State Investment Needed (Billions 2008 \$)

	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
<b>TOTAL</b>	<b>\$ 313</b>	<b>\$248</b>	<b>\$14.2</b>	<b>\$11.2</b>

\* 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



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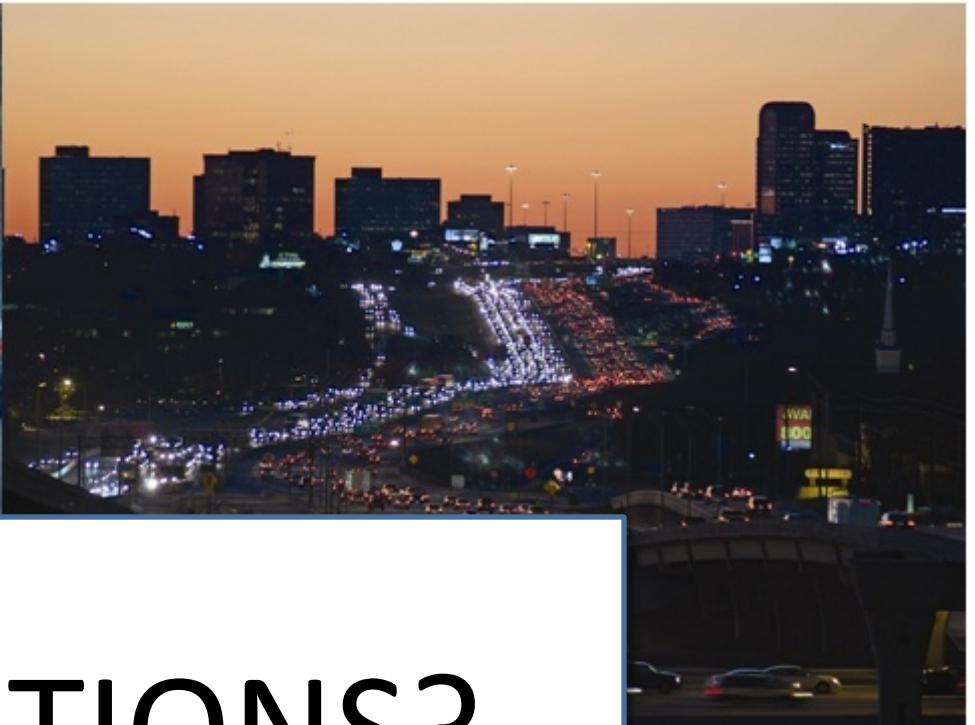
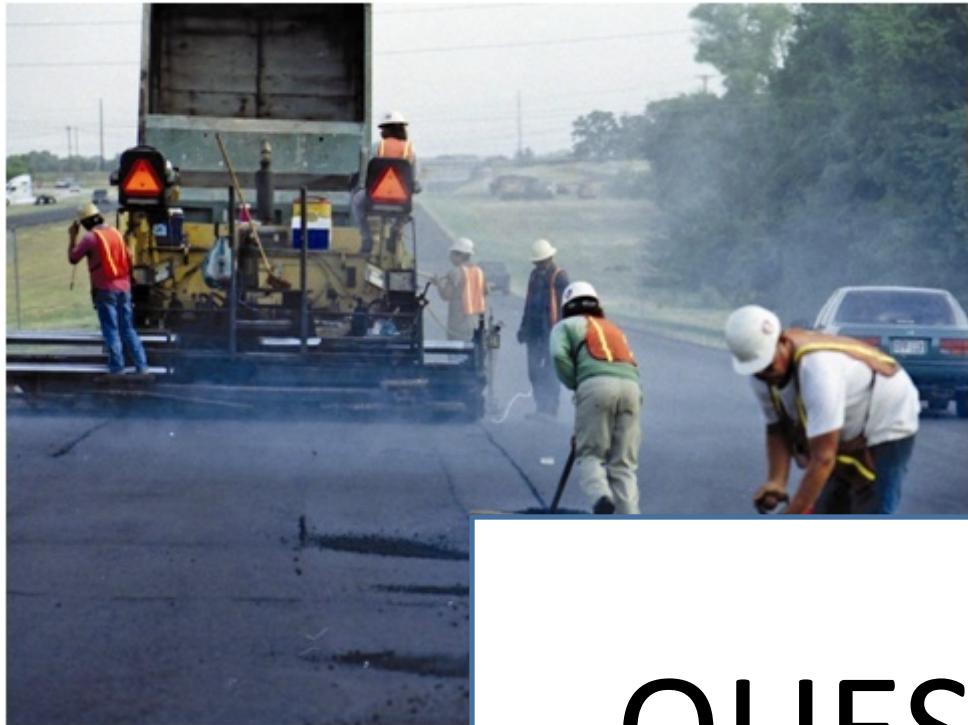
## Ports and Waterways

- 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?



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