



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

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2030 Texas Committee
Dallas Section, TextITE
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Primary 2030 Report Researchers

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- 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	2011 to 2015
– Bridge quality	2016 to 2019
– Urban mobility	2020 to 2035
– Rural connectivity	
- Many possible funding options - but no easy ones
- Transportation Action Principles
- Quantified costs
 - Taxes, fees, tolls
 - Vehicle use & maintenance, time, fuel

Texas Transportation Action Principles

Priorities	Approach
<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Involve everyone in the solution – commuters, employers, carriers, shippers, manufacturers, etc. Attack problems, but <u>also</u> seize opportunities that support economic development Users pay for services they “consume” Make timely decisions & react quickly to avoid greater expense in the future


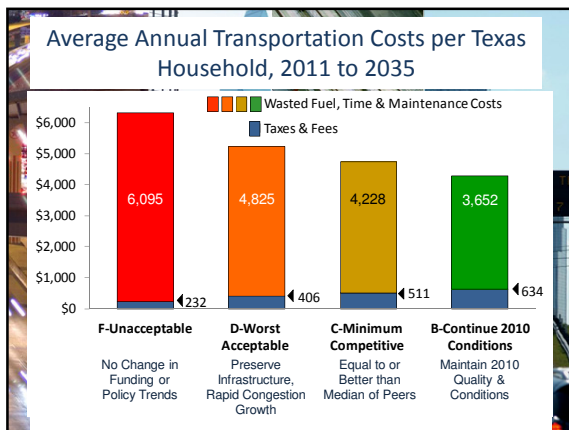


Committee Scenarios

Conditions, Funding and Letter Grade


- F – Unacceptable Conditions** – What will happen if policies and funding levels 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

Note: Spending focused on addressing deficiencies to achieve goals


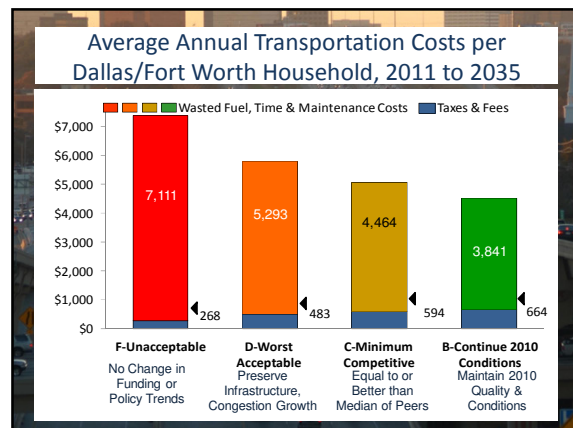
Annual Investment by Texans 2011 to 2035

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



Dallas-Ft Worth Congestion Levels


- 2010 Conditions
 - 50 hours – delay per commuter
 - \$1,080 per household – congestion cost
- Future – congestion levels increase
 - Existing plans achieve “worst acceptable” through 2020 (Grade F & D are similar) (all funding sources)
 - 70 hours – delay per commuter
 - \$1,570 per household
 - Much worse after 2020
 - Over 100 hours by 2025; over 180 hours in 2035
- Also: Significant investment in pavements, bridges & rural connectivity in Grades D, C, B

Dallas/Fort Worth- Annual Investment 2011 to 2035


Scenario & Grade	Total Investment \$Billion (\$2010)	Average Cost per Household
F - Unacceptable Conditions	\$1.0	\$268
D - Worst Acceptable	\$1.8	\$483
C - Minimum Competitive	\$2.2	\$594
B - Continue 2010 Conditions	\$2.5	\$664

Note: Estimated federal, state & local funding for pavement, bridge, mobility & connectivity.



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

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