

**Testimony for 2030 Committee Chair, Dr. C. Michael Walton  
Senate Committee on Transportation and Homeland Security  
House Committee on Transportation**

**Joint Public Hearing**

Mr. Chairman and Committee Members, thank you for inviting me to speak on the work of the 2030 Committee and the resulting *Texas Transportation Needs Report* released last February.

In May 2008, Texas Transportation Commission Chair Deirdre Delisi, at the request of Texas Governor Rick Perry, appointed a volunteer committee of 12 experienced and respected business leaders designated as the 2030 Committee. I was asked to chair this distinguished committee, the members of which are shown Exhibit 1. The Committee's charge was to provide an independent, authoritative assessment of the state's transportation infrastructure and mobility needs from 2009 to 2030.

The needs estimate focuses on the investment that will be necessary to maintain the pavements and bridges on Texas roadways; to prevent worsening traffic congestion in urban areas; and to ensure mobility and safety on rural highways. The Committee based its estimates on several factors, including increased population growth and freight traffic between 2009 and 2030.

The timeframe of the report did not permit an in-depth analysis of other transportation modes that could provide highway congestion relief, such as public transportation, freight and intercity passenger rail, ports and waterways, and airports. However, an overview of user demand for these modes, the state's role in funding them and their projected challenges between 2009 and 2030 were included in the report.

The Committee developed following goals for the report, shown in Exhibit 2:

- 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 among infrastructure, mobility and non-highway modes to anticipate future needs.

The Committee held public hearings in six Texas cities and solicited public comment via e-mail, postal mail and fax. In all, about 180 individuals offered suggestions and comments on transportation needs, including 91 who testified in person during the public hearings.

The 2030 Committee provided guidance and direction to a nationally renowned research team of transportation experts at the Texas Transportation Institute at The Texas A&M University System; the Center for Transportation Research at The University of Texas at Austin; and the University of Texas at San Antonio. Staff at the Texas Department of Transportation and the state's metropolitan planning organizations provided input and support for the research team.

Exhibit 3 shows the 2030 Committee's final recommendations in both 2008 dollars and inflation-adjusted dollars. The recommendations in inflation-adjusted dollars are as follows:

- The \$138 billion recommended for pavements raises the current pavement scores so that 90% of pavements will be in "good" or better condition by 2012 and sustains that level in subsequent years.
- \$55 billion estimated for bridges replaces all on-system structurally deficient and substandard bridges by 2012. This amount also covers replacing any remaining structurally deficient, substandard and functionally obsolete bridges by 2030.
  - The 2030 study grouped bridges into those on the TxDOT system (termed "on-system"), those owned by cities and counties (termed "off-system").
  - The term, "structurally deficient," rates the condition of the bridge deck, superstructure and substructure, and reflects the integrity of the structure.
  - The term, "substandard," refers to bridges that are unable to carry the current legal loads in the state of Texas because they were built at a time when legal truck load limits were lower than they are today.
  - The term, "functionally obsolete," refers to the deck geometry, under-clearance and alignment to the roadway approaching the bridge.

- The \$165 billion recommended for urban mobility is the projected state's two-thirds share of the investment need and supersedes all previous assessments.
  - The other one-third of the investment would be from local funding.
  - The total recommended level of investment will prevent congestion from worsening in areas covered by the 25 metropolitan planning organizations.
  - Exhibit 4 shows that Texans pay for mobility, either by implementing infrastructure to improve mobility or in wasted time and fuel resulting from congestion. You will note that the implementation costs are less than the congestion costs for the recommended "prevent worsening congestion" scenario.
- \$29 billion for rural mobility and safety (Exhibit 5) would complete the Texas Trunk System and eliminate congestion on non-urban roads.
  - The Texas Trunk System is a 10,175-mile network developed to provide connectivity between communities of 20,000 population or more, as well as to link rural communities to urban markets.
- The total infrastructure and mobility need recommended by the 2030 Committee is \$387 billion (adjusted for inflation), or about \$17.6 billion per year for the next 22 years (shown in Exhibit 5).
- In a resource-constrained environment, the 2030 Committee realizes that you must make tough financial decisions over the next two decades. The *2030 Committee Texas Transportation Needs Report* provides the best available information on the nature, magnitude and impacts of transportation needs in Texas from 2009 to 2030. The report is designed to help you, as policymakers, answer two critical questions – which transportation needs should we fund and how much do we need to spend?
- We understand that TxDOT has other expenses in addition to the needs identified by the 2030 Committee.
- I will be pleased to answer any questions that you may have.