

2011

SCHEDULE OF  
EVENTS

- May 25th-  
Gus Marinos  
Chief, Emergency  
Management  
Office, U.S.  
Army Corps of  
Engineers
- June- TBD
- July- TBD

INSIDE  
THIS ISSUE:

Texas Highway 1  
System Nearly  
Running on  
Empty

Texas 2  
Transportation  
Commission  
Adopts 2030  
**Committee's**

May 25th 3  
Luncheon

Members & 4  
Associates



Bay Area Houston Transportation Partnership

VOLUME 5 ISSUE 4

APRIL 2011

## Texas Highway System Nearly Running on Empty

AUSTIN — Texas faces a transportation funding crisis. During the next 20 years, the Texas Department of Transportation will need \$315 billion to spend on the state's roads and freeways for maintenance and construction just to keep traffic from getting worse, according to a report commissioned by the Texas Transportation Commission.

The gasoline tax, federal dollars and other fees, which provide almost all of TxDOT's road funding, are expected to generate only about \$160 billion during that same time.

The Center for Transportation Research at the University of Texas predicts that the lack of money for road construction and repair will lead to a significant deterioration of Texas' roads — by 2025, only 21 percent of Texas' roads will be in good or better condition

### No one's listening

This issue, however, is not likely to get much attention during the current legislative session.

"There's not going to be a lot focus on transportation because of the budget crisis, which has really no effect with TxDOT," said Rep. Joe Pickett, D-El Paso, a former chairman of the House Transportation Committee.

Various proposals to address transportation funding deficiencies — from raising the gas tax to increasing vehicle registration fees — have not met with much success in the Legislature. "Right now, a lot of the elected officials think that there's all this fat in the budget and that TxDOT just needs to run a more efficient agency," Pickett said. "What they don't realize is that there just isn't enough money."

In 2009, Sen. John Carona, R-Dallas, then-chair of the Senate Transportation Committee, backed legislation known as "the local option." The legislation would have let local governments

to put measures before voters, allowing them to increase a variety of taxes and fees — including the gas tax and vehicle registration fees — to help pay for road and transit projects that typically are funded by the state or federal government. Attention in 2013?

Phillips and Pickett are hopeful lawmakers will begin addressing the issue during its next session in 2013.

"I think next session, there might be somewhat of a reality check," Pickett said. "I really believe that over the next two years, communities are going to hear that their local transportation improvement programs are running out of money." Both have concerns about the political viability of the local option, especially with the more conservative makeup of the Legislature following the 2010 election.

### L.A. voters OK tax hike

To sell the idea, supporters may want to keep an eye on Los Angeles County, where voters approved a half-cent sales tax increase to generate \$40 billion for transit and transportation projects over 30 years.

Los Angeles authorities are hoping to use the money, approved by voters in 2008, to pay for a dramatic expansion of LA's subway and light rail systems, as well as improved road repair and maintenance.

To speed construction on those massive projects, Los Angeles County is asking the federal government for help paying the interest on a \$9 billion loan against the sales tax revenue.

In exchange for the financing aid, Los Angeles County would pick up about 80 percent of the costs for the projects, instead of the usual 20 percent, saving the federal government billions. The county is in negotiations with Congress and the Obama administration to create the funding mechanisms to provide the financing.

[nolan.hicks@chron.com](mailto:nolan.hicks@chron.com)

## Texas Transportation Commission Adopts 2030 Committee's Updated Report

2030 COMMITTEE

In March members of the Texas Transportation Commission received the report on the state of Texas transportation, aptly titled: *It's About Time: Investing in Transportation to Keep Texas Economically Competitive*. The report makes it clear that Texans will have to pay more for their transportation system in the future ---- either through relatively modest increases in taxes and fees to improve the system—or through additional vehicle use and operating costs as a result of deteriorating roads and bridges and increased traffic congestion.

In the report, the state's transportation system is analyzed, household costs are determined in a scenario involving the state's under-investing in the system and possible revenue options to fund the system are identified.

The four transportation system elements analyzed include bridges, pavements, urban mobility and rural connectivity. The report notes that if the condition of infrastructure declines, maintenance and repair costs will continue to increase.

The report deems the current level of transportation funding as unacceptable, giving it a failing grade of F, predicting worsening road conditions and increasing traffic congestion if the current trend continues. The report goes on to lay out three improved transportation quality scenarios, the funding required for each and the resulting transportation system conditions.

The 2030 Committee also identifies seven Texas transportation action principles that state regional and local leaders should consider in assessing and determining transportation priorities. Finally, the report explores a menu of funding options for decision makers to consider offsetting the decline in traditional transportation funding sources (such as the motor fuel tax) and quantifies the cost of transportation for the average Texas household.

Dr. C. Michael Walton, the 2030 Committee Chair, noted that “The majority of Texas roadways were built more than 40 years ago and are reaching the end of their design life.” This phenomenon—combined with significant declines in transportation funding for maintenance and construction of new roads, plus our state’s rapid population and job growth has created a perfect storm for our transportation system. We must address these challenges to keep Texas competitive and provide a quality of life that is sustainable.

In July 2010, Texas Transportation Commission Chair Deirdre Delisi reconvened the 2030 Committee and charged this panel of experienced and respected business leaders with developing an updated analysis of the current state of the Texas transportation system, determining the household costs of under-investing in the system and identifying potential revenue options to fund transportation improvements. The Committee released its first report on Texas transportation needs in 2009. The updated report examines pavement and bridge conditions, urban congestion, and rural connectivity between cities and towns for 2015, 2019 and 2035.

The Chart below illustrates how the average annual household transportation costs in Texas can climb; Walton offered a chart showing the correlation between transportation infrastructure conditions and annual household transportation costs (vehicle use and maintenance costs, wasted fuel and time and total taxes and fees). The chart illustrates how increases in taxes and fees affect road and bridge conditions – and how those conditions affect household transportation costs.



For instance, with unacceptable conditions, from 2011 to 2035, taxes and fees total \$232 per year. But because of the conditions of roads, bridges and highways, the additional amount of vehicle operating costs paid by households will average more than \$6,000 per year. Thus, wear and tear and other maintenance costs are 26 times higher than the fees and taxes paid. On the other hand, to continue 2010 conditions for the state's transportation system, if \$634 per household were paid each year, the additional vehicle operating costs will average \$3,650 per year - \$2,440 less than the unacceptable conditions scenario.

Click Here  
To RSVP



**Gus Marinus**  
Chief, Emergency  
Management Office,  
U.S. Army Corps of  
Engineers

The question remains – will Texas motorists pay more now to save paying more later? Will they pay enough in taxes and fees to maintain the aging transportation infrastructure and add to it when necessary, or will they pay higher per household fees resulting from driving on poor quality highways, roads and bridges? And will they incur higher gas costs because of stop-and-go traffic related to congestion, pay more for goods and services resulting from increased maintenance costs for carriers using sub-quality roads and lose more and more family and business time because of traffic congestion and lack of commuting options?

The question then becomes what revenue sources the state can count on for addressing the state's transportation needs. The report notes revenue can come from existing funding from transportation-related taxes and fees that could be captured and directed into the State Highway Fund, system-wide sources such as the state motor fuel tax and vehicle registration fees, targeted options such as toll roads and collection of taxes at the local level that could be used for local projects.

Changing the mindset of the motoring public is the next big challenge, re-education is a necessary component to the future viability of transportation infrastructure, understanding that when we use the highways, we must help to pay for it. [To view the executive summary, full report and appendices, visit: http://texas2030committee.tamu.edu.](http://texas2030committee.tamu.edu)

**May 25th Monthly Luncheon**

**Gus Marinus**– Chief, Emergency Management Office

U.S. Army Corps of Engineers

Constantine George “Gus” Marinus is a supervisory civil engineer and Chief of the Emergency Management Office for the Galveston District, U.S. Army Corps of Engineers. In this position, which he has held since 1991, he is responsible for managing the district’s Emergency Management Program.

Mr. Marinus has worked for the Corps of Engineers for 28 years, all of which have been with the Galveston District.

Mr. Marinus has supported all Galveston District emergency operations since Hurricane Alicia in 1983. His deployments include the Oklahoma Floods in 1988, Hurricane Hugo in 1989, Loma Prieta Earthquake in 1989, Hurricane Andrew in 1992, Hurricane Marilyn in 1995, the Red River of the North Flood in 1997, Hurricane Georges in 1998, the Oklahoma City Tornado in 1999, Typhoon Pongsona in 2002, the San Antonio Floods in 2002, Hurricane Isabel in 2003, Hurricane Ivan in 2004, Hurricane’s Dennis, Katrina, and Ophelia in 2005 and Hurricane Ike in 2009.

A 1981 graduate of Texas A&M University, Mr. Marinus received a Bachelor of Science degree in Ocean Engineering.

Among other recognitions, Mr. Marinus has been awarded the Armed Forces Civilian Service Medal, Achievement Medal for Civilian Service and three Commander’s Awards for Civilian Service.

**Sponsorship Opportunities**

11:30– Registration & Program  
12:00– Lunch & Program

**Cullen’s Upscale American Grille**  
11500 Space Center Blvd.  
Houston, TX 77058

(Tables of 8)  
**Platinum-** \$600  
**Gold-** \$500  
**Silver-** \$400  
**Table-**\$300  
**Individual-** \$35

If you know anyone that would like to be added to our email database please email: [Stevie.Jones@gcli.com](mailto:Stevie.Jones@gcli.com)



*Bay Area Houston Transportation Partnership*

Bay Area Houston Transportation Partnership  
PO Box 626  
Seabrook, TX 77586

Phone  
(832) 771-0773

Fax  
(713) 526-3159

President/Executive Director  
Coletta Castleschouldt  
[Coletta@infobatp.com](mailto:Coletta@infobatp.com)

Chair  
Tobin Maples  
[TMaples@PateEng.com](mailto:TMaples@PateEng.com)

Vice-Chair  
Bob Robinson  
[Bob.Robinson@gcli.com](mailto:Bob.Robinson@gcli.com)



**We're on the web!**  
[www.BayTran.Org](http://www.BayTran.Org)

## Members & Associates

Aeriform  
AeroSys Associates  
Air Liquide America Corporation  
Akzo Chemical Company  
A.L.A. Media, Inc.  
Alliance Commercial  
Alvin/Manvel Community Chamber  
Angel Brothers  
Amegy Bank  
ARCO Chemical Company  
Bay Area Houston Economic Partnership  
Baker Petrolite  
BASF  
Beyer Construction  
Binkley & Barfield  
John Burget, Financial Consultant  
Bury + Partners  
BYL International, Inc.  
Born Wild-Innovative Promotions  
Brazoria County  
City of Alvin  
City of Clear Lake Shores  
City of Deer Park  
City of Dickinson  
City of El Lago  
City of Friendswood  
City of Houston  
City of Kemah  
City of LaPorte  
City of League City  
City of Morgans Point  
City of Nassau Bay  
City of Pasadena  
City of Pearland  
City of Seabrook  
City of Shoreacres  
City of Taylor Lake Village  
City of Webster  
C.J. Hensch  
Clear Creek Independent School District  
Clear Lake Area Chamber  
Clear Lake Shores EDC

Connect Transportation  
CDC Houston  
Celanese Corporation, Bayport  
Celanese Corporation, Clear Lake  
Celanese Corporation, Terminal  
Centauri Technology J.V.  
CenterPoint Energy  
Century Asphalt  
CG Engineering, Inc.  
Chemical Research and Licensing, Inc.  
Chemquest  
Christus St. John Hospital  
Chusei (Quest)  
CH2M-Hill  
Clear Lake Aerospace Partners  
Coastal Water Authority  
Condor Trading International  
David Hamblin, CPA  
Dannenbaum Engineering Corporation  
Development Alliance  
The De Vinny Group  
Dianal America, Inc.  
Dixie Chemical  
Dorsett Brothers  
Dynacs Inc.  
Economic Alliance Port Region  
E.I. Du Pont de Nemours  
Eisai USA, Inc.  
Englehard  
Equistar  
Eurecat USA, Inc.  
Evalca Corporation  
Federal Aviation Administration  
Fina Oil  
FMC Corporation  
Jack Fryday

Marcy Fryday  
Galveston County  
Galveston County Economic  
Halcrow  
Harris County Community Services  
HDR | Claunch & Miller, Inc.  
Galveston News  
GB Tech, Inc.  
Glenn Royal, CFP  
Goodyear Bayport Chemical Plant  
Graver Manufacturing Company  
Gregg & Gregg, P.C.  
Guidry News Service  
Gulf Coast Limestone, Inc.  
Haldor Topsoe, Inc.  
Hamilton Sunstrand  
Hanson Aggregates  
Hernandez Engineering, Inc.  
Houston-Galveston Area Council  
Houston Port Authority  
Houston TranStar  
Kay Schroeder, CRPC  
Klotz Associates, Inc.  
Lubrizol  
Lyondell Chemical  
Marty Chenault, CPA  
Maxim Group  
MGA Productions, Inc.  
Martin Marietta Materials  
Messer Industries  
METRO  
McDonough Engineering Corp.  
McKenzie Tank Lines  
MG Industries  
Lois Mohrhusem  
Montell USA, Inc.  
Montgomery Tank Lines, Inc.  
MRI Computer Services

Muniz Engineering, Inc.  
Mustang Cat  
Nisseki Chemical Texas, Inc.  
North American Controls Corporation  
Nova Chemicals  
Nova Molecular Technologies  
Pate Engineers, Inc.  
Petro United Terminal, Inc.  
Port of Houston Authority  
PPG Industries, Inc.  
Venita Ray  
Rohm & Haas, Bayport  
ROMCO  
San Jacinto College Main Campus  
San Jacinto College South Campus  
Sirus Engineers, Inc.  
South Shore Harbour Development Ltd  
Southern Ionics  
SouthTrust Bank  
Southwest Bank of Texas  
Sterling Bank  
Texas A&M University, Galveston  
Tolunay-Wong Engineers, Inc.  
Traffic Engineers, Inc.  
Turner Collie & Braden, Inc.  
Robb Todd, Attorney at Law.  
United Space Alliance  
University of Houston, Clear Lake  
United Way Service Center of  
The Bay Area  
Valgon  
Venita Ray  
Velsicol Chemical Corporation  
Wile Interest Inc.  
Zachry Construction Corporation  
Zeneca AG Products  
Zeon Chemicals Texas, Inc.