

August 14, 2008

Judge Emmett and Distinguished 2030  
Committee Members,

My name is Pam Holm and I am a Houston City Council Member. I also have the pleasure of serving as Vice-Chair of the Transportation Policy Council of the HGAC. I appear before you today representing the City of Houston. The Houston region represents approximately 25% of our state's population and at a time when other economies are lagging, ours continues to flourish by adding more than a quarter-million new jobs over the last four years. Our responsibility as leaders is to ensure we are able to meet the demands that the enormous projected growth will place on our infrastructure and transportation systems. Success in this thriving region is of great importance to both our state and national economies. As a City and region we are unique in that our City limits alone, span 650 square miles – 9 major US cities fit within our boundaries all at one time. Identifying, Maintaining, and building a comprehensive infrastructure system is a necessity not a choice.

In order for our region to adequately address the transportation challenges facing us today, the

1 TO  
8/14  
H

City recognizes the importance of identifying and funding regional plans and addressing issues comprehensively and through coordination in order to have an effective multifaceted transportation program, improved mobility and maintain a vibrant strong economy.

Mayor White and the City of Houston endorse The Greater Houston Partnership support of an Index Motor Fuel Tax to the Consumer Price Index . While, I personally do not support additional taxation, I wholeheartedly endorse a 90% minimum return to the originating region. Maintaining funding in the originating region, provides ALL areas of the state with a predictable revenue stream.

**The City of Houston supports Local Toll Primacy** enabling HCTRA with its incredible track record at building and operating toll roads to retain revenues within our area for other projects. Tolls paid by the citizens of a region must be reinvested in congestion mitigation in that region and the City opposes shifting revenues from our profitable toll roads to other areas of the state. Additionally, the City believes regions must be empowered to adequately

invest in their infrastructure if our cities want to continue to prosper.

**Broad Based Capitalization of the Texas Rail Relocation and Improvement Fund** should not be solely based on fees that could overburden the cargo transportation industry and lessen the competitiveness of our Port, railroads and businesses. We need to acknowledge the benefits of working with our rail partners to improve all methods of mobility by contributing to improvements needed to grade separate and often times relocate rail arteries that paralyze mobility.

**During the 81st Legislative session in 2009,** General Revenue funds need to be committed to the full implementation of Proposition 12, with the goal of providing toll equity funding and sustaining the pass through toll program. Used in this manner, the \$5 billion commitment could leverage billions more in local projects.

In conclusion, there are viable options created when local entities are able to manage their own destiny, the unintended far-reaching consequences to the citizens of this state caused by the delay of highway reconstruction is

needless. Unabated congestion will choke thriving economies. If we do nothing, in Houston alone, congestion is predicted to increase approximately 588% from current levels by 2030. It is time that we commit together to prioritize a fiscally responsible investment in our infrastructure so that Texans in 2030 will enjoy the same prosperity and quality life that have made Texas the best state in the nation to call home.

# PORT OF HOUSTON AUTHORITY

EXECUTIVE OFFICES: 111 EAST LOOP NORTH • HOUSTON, TEXAS 77029-4327  
MAILING ADDRESS: P.O. BOX 2562 • HOUSTON, TEXAS 77252-2562  
TELEPHONE: (713) 670-2400 • FAX: (713) 670-2429



H. T. KORNEGAY  
Executive Director  
(713) 670-2480

September 19, 2008

Dr. Michael Walton  
Chair, 2030 Committee  
c/o Texas Transportation Institute  
3000 Briarcrest, Ste. 502  
Bryan, TX 77802

Mr. David Marcus  
Vice Chair, 2030 Committee  
c/o Texas Transportation Institute  
3000 Briarcrest, Ste. 502  
Bryan, TX 77802

Dear Mr. Chairman and Vice Chair Marcus,

Thank you for the opportunity to provide the Port of Houston Authority's activities, anticipated needs and perspective on the future of transportation systems in Texas at the 2030 Committee hearing in Houston on August 14. I commend you for your leadership along with chairwoman Deirdre Delisi and the Texas Transportation Commission for creating this committee and seeking public input.

Please feel free to use me and the Port of Houston Authority (PHA) as a resource for answers to questions or any additional information you may need as your final report is being drafted. Also, for your reference, attached are the written comments I submitted.

Additionally, my comments before the committee last month focused primarily on our needs and impacts in and around the Houston region. I did not fully address, however, some of our other long-term needs and goals with regard to extending our interaction and, I hope, our connectivity with markets beyond Houston and Texas. This is also important to understand and I wanted to take an opportunity in this letter to highlight some of these additional factors.

As you well know, the state of Texas has a global economy in terms of size and scope. It is the 11th largest economy in the world just behind Brazil. Texas is growing at a rate faster than the national average and is expected to continue its economic and population growth. As such, markets like Dallas/Ft. Worth, San Antonio and Houston will lead the growth dynamic of the state. Each of these markets' need for containerized consumer cargo is growing at approximately 10 percent per year. The Port of Houston Authority is a natural point of import and export for these markets, but historically, Houston has served very little of the Dallas/Ft. Worth and San Antonio markets' needs.

1/T 3  
8/14  
H

The paradigm is changing, however, as economies of scale mandate that ship lines handle more containers on each ship to lower the overall cost of handling each container. This, combined with the fact that U.S. West Coast ports, the traditional landing points for Dallas/Ft. Worth and San Antonio container cargo, cannot keep up with the demand of those growing markets for increased goods. This will force ship lines and their customers to seek more efficient points and means of entry. An expanded Panama Canal will serve as a magnet to much of this cargo growth, and Houston is the most logical and most efficient point of entry for these Texas markets.

Serving as the Texas port, PHA has the growth capacity to serve these markets as well as, ultimately, markets beyond our state borders, such as Memphis, Kansas City, St. Louis and the largest intermodal hub in the U.S., Chicago. Infrastructure investment today and for many years to come is critical so that the PHA can address the needs of Texas and a portion of the needs of our neighboring states to the north.

Please do not hesitate to contact me at [tkornegay@poha.com](mailto:tkornegay@poha.com) or Spencer Chambers, Government Relations Manager, at [schambers@poha.com](mailto:schambers@poha.com) or 713-670-2606 if you need additional information.

Sincerely,



H. Thomas Kornegay

Attachment

cc: Deirdre Delisi, Texas Transportation Commission Chair  
The Honorable Ed Emmett, Harris County Judge  
Amadeo Saenz, Executive Director, TxDOT  
Coby Chase, TxDOT Government & Public Affairs Division  
Tonia Norman, TxDOT Government & Public Affairs Division  
Rose Hernandez, Director, Infrastructure Initiatives, Office of Harris County



## Port of Houston Authority

---

Port of Houston Authority  
"Perspectives on Transportation Systems in Texas"  
2030 Committee Testimony  
August 14, 2008

By:  
Tom Kornegay  
Executive Director  
Port of Houston Authority

It is a pleasure having the opportunity to visit with you today. My name is Tom Kornegay and I am the Executive Director for the Port of Houston Authority.

First, I would like to thank Texas Transportation Commission Chair Deirdre Delisi for forming the "2030 Committee" and for seeking industry and private citizens' perspective on transportation needs in Texas. I look forward to working with you and this committee to meet its objectives.

I'm here today to talk about the Port of Houston, its role in our dynamic economy, the effects that global and national trends will have on that role and how this all fits against a transportation backdrop.

The Port of Houston is a 25-mile-long complex comprised of more than 150 public and private companies. The Port of Houston Authority, for which I work, is the public entity along the ship channel and it owns or operates eleven primary terminals comprised of many wharves.

The Port of Houston is a major economic engine for our region and the state. According to a third-party economic impact study, in 2006, marine cargo activity at the public and private terminals at the Port of Houston and along the Houston Ship Channel generated nearly \$118 billion in economic activity in the State of Texas. This activity generated \$3.7 billion in tax revenue and is responsible for more than 785,000 direct and indirect jobs. Cargo handling increased across the board in 2007, and is trending up for 2008 as well, so these 2006 economic impact numbers will have noticeably increased as well.

In 2007, over 7,700 vessels called upon the Port of Houston.

As impressive and elaborate as those economic figures are, the work we do at the port is pretty direct – we facilitate the movement of cargo, primarily from water to land where it is often transferred to trucks or trains for further delivery and distribution —This is known as an inter-modal process.

Inherently, that makes us part of a much larger system of waterways, roads, and rail lines that facilitate movement of cargo from source to



market. This system is what connects the Port to the global marketplace.

Therefore, when looking at the current activity at the Port of Houston and working to determine future transportation needs, it is important to look at some of the current national and international trends that will have an impact moving forward.

The volume of cargo flowing through Port of Houston Authority terminals gives us a little insight into those trends.

The Port Authority operates two major container terminals – the Barbours Cut Container Terminal and the Bayport Container Terminal. While our Barbours Cut facility is one of the most efficient, modern, and computerized container facilities in the United States, and we are aggressively building out the Bayport facility, the phenomenal growth of containerized cargo through our terminals has created serious constraints. The global market is coming to our shores at an incredibly rapid rate.

Last year, for example, the port authority handled more than 1.8 million TEU's – or standard container units. That's the most handled by the port in the 51-year history of containerization and a mere snapshot of things to come. Conservative estimates are that demand for containerized goods will see double-digit growth for the foreseeable future.

A rapid increase in Asian trade, the U.S. demand for goods from that region, and the growth in European and South American cargoes have contributed to this phenomenal growth. The Port Authority's container business has experienced double-digit record growth resulting in annual increases for more than a decade. This trend is expected to continue as we prepare for the expansion of the Panama Canal, due to be completed in 2014. The canal is currently undergoing improvements to allow more and bigger ships. Experts project that by 2025, container traffic through the Panama Canal will nearly triple from current levels. The Port of Houston will arguably be the most impacted U.S. port; a conservative estimate of 6.7 million containers will be handled by the Port of Houston Authority in 2030, which is a 74% increase from 2007 totals. Total tonnage of break bulk cargoes handled at the Port of Houston Authority is forecast to increase 42% from 2006 to 29.74 million tons by 2030.

In addition to the international trends in the industry, there are national trends that have added to the increased trade in Texas. The national economy, overall, is depressed and teetering on recession. Texas' economy, on the other hand, is among the most robust in the U.S. Houston is leading the State in population and economic growth, employment gains and per capita income – all of which drives demand for containerized consumer goods handled at the Port and also drives demand for heavy building materials handled by the Port's breakbulk wharves. More *Fortune 500* companies called Texas home than any other state in the nation in 2008. The fact that business and consumers are helping Texas grow, and the impact of

labor and congestion problems on the U.S. West Coast have pushed cargo to ports along the Gulf Coast. Most significant is the increase in cargo traded with East Asia markets via the Panama Canal. The Port of Houston Authority, for example, experienced an increase of nearly 30% in East Asia cargo in 2007 compared to 2006. The momentum has begun and the growth will continue at an increasing rate.

This is a great opportunity for Texas' ports and Texas' economy, but can the State's infrastructure accommodate the movement of these goods inland through our marine port, highway and rail systems?

Clearly, there are some significant challenges to connect the growing trade in the global marketplace with Texas' markets. Our future depends largely on expansion of port infrastructure, roads and rail - all are equally important to the State's ability to handle this growing economic activity.

The Port of Houston Authority is addressing the need for much-needed container and breakbulk handling capacity by improving efficiencies at existing terminals and expanding facilities. The Port of Houston Authority and Port of Galveston are already working on a joint project for meeting the future demand for handling containerized cargo. But that is only part of the infrastructure equation. To maintain the anticipated level of growth and reap the benefits of this increased trade and its associated economic activity, we need to provide efficient roadways and effective rail transportation.

The road system in Houston, and in fact most of the State of Texas, is highly efficient and less congested than the average roadways serving markets of similar size. Still, roadway expansion is required to accommodate long-term increases in population and the cargo transits that such growth dictates. Such expansions must consider rail crossings and market connections between Houston, San Antonio / Austin, Dallas / Ft. Worth and interstate highway connections.

In the short-term, and close to home, there are a number of mobility projects in our area that will benefit the port and – ultimately – the overall economy. Currently, we are working with TxDOT on increasing the capacity of Port Road, which services our Bayport facility. Another project that is equally important to the movement of freight and the flow of passenger vehicles is State Highway 146. These are the kinds of projects that are critical now to help relieve the pressure we're feeling at our container terminals.

Looking in the long-term, and broadening our view the effective and efficient implementation of the I-69 project, which is the combination of two federally designated High Priority Corridors. The connectivity of this roadway to the Port of Houston is critical to meeting our future needs.

Houston is one of the major freight rail centers of the U.S. and demands of freight rail are increasing. This rail system is an intricate part of the mobility paradigm that moves import and export cargo

coming into and out of port facilities. With this much rail activity, we must focus on options that mitigate impact to residents using roadways that are too-frequently hindered by rail crossings. Recent research has determined that there are 752 at-grade rail crossings throughout Harris County which are contributors related to an estimated 30,000 vehicle hours of railroad crossing delays per day in Houston alone.

The economic activity exists in the global marketplace, our ports in Texas are poised to benefit from international and national trends, and there is growing demand for goods. This commerce is coming to our shores and we need to be ready to handle it. If we cannot, the maritime industry is highly competitive and the cargo, along with its economic benefits, will go elsewhere.

Therefore, I applaud your efforts to look broadly at our transportation system to identify the needs and trends for the future.

I hope that the perspective I've provided, along with the overview of the business conducted at the Port of Houston is helpful in your effort. I look forward to working with you in addressing the challenges before us.

Thank you, committee members for your time and interest.

TTI  
8/14  
H

**Texas Transportation Institute  
2030 Committee Public Hearing  
Thursday, August 14, 2008  
Houston METRO Testimony**

**The Importance and Benefits of a Good, Quality  
Transportation System for Texas and for the  
Houston Region**

Good afternoon. My name is Kimberly Slaughter and I am the Associate Vice President of Planning for the Metropolitan Transit Authority of Harris County. I would like to thank the 2030 Committee for inviting us to be a part of this public hearing today.

It is our opinion that transportation is directly tied to the economic viability of a community; the regional, national, and global competitiveness of a community; and the quality of life of a community. These issues are of no exception for the Houston region. The U.S. Census Bureau has declared that the City of Houston was the fastest growing city in the nation for 2007, followed by Phoenix, San Antonio, Fort Worth, and New Orleans. This designation was given based on growth within the city limits. As we all know, the increase in regional growth is equally significant in our

area. The access to a good, quality transportation system will certainly enhance our region's ability to retain existing jobs, create new jobs, and support a growing diverse population.

However, I would like to emphasize that the residents of the Houston region need the access to multiple transportation options to improve their quality of life and ability to move freely through the region. As the regional transit provider, METRO's intent is to provide more transit choices to more people in more places throughout the Houston region. The public demand for transit is increasing daily as gas prices increase and our residents increasingly dread the thought of their commute to work. METRO recently implemented the first major fare restructuring in 13 years. Despite this change, we are projected to finish the fiscal year with a record setting ridership on the fixed route system of approximately 98.8 million annual boardings. In addition, the METRORail system continues to set ridership records. On approximately three out of the five weekdays, METRORail ridership exceeds 40,000 daily boardings. This is notable because this 7.5 mile line was not projected to carry this level of ridership until the year 2020.

Residents of the Houston region should have access to various types of bus service to serve our local and commuter markets; light rail to serve the more densely traveled urban areas; commuter rail to serve

our growing and densely traveled regional corridors; and possibly, high speed rail to allow regional residents more flexibility in where they work and live.

The METRO Solutions long range plan approved by the voters in 2003 builds a footprint for diversifying and expanding the transit options in the Houston region. METRO is currently implementing Phase 2 of the METRO Solutions program to bring more light rail and introduce commuter rail and bus rapid transit to the region by 2012. METRO will continue to work with the regional community to ensure that Phase 3 of METRO Solutions continues to reflect the vision and needs of our growing and changing region.

None of these visions of transportation options for the Houston region will be possible without regional interagency collaboration and cooperation. METRO values the ability to build upon our existing relationships with our transportation partners in the region to deliver good, quality transportation to the Houston region. We are also committed to helping to bring new partners to the table as region continues to grow and the demand for transit options increase.

Thank you.



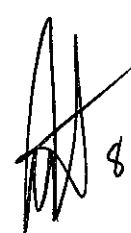
2030 Committee Testimony -- August 14, 2008  
Arthur L. Storey, Jr. Executive Director, Harris County Public Infrastructure Dept.

T 6  
8/14  
A

I am Art Storey, executive director of the Harris County Public Infrastructure Dept. Of the seven divisions in my department, three of them are providers of major infrastructure: the engineering division, the flood control district, and (most notably for today's discussion) the Harris County Toll Road Authority which we refer to by its acronym, HCTRA. In behalf of those divisions and Harris County, I came out this afternoon to urge you to persuade state leaders to seek and provide funding for TxDOT, our state's "highway department." ~~The discussion I will offer is on point, I think, but that appeal is the bottom line of my testimony.~~

My understanding is that the committee's charge is to consider the state's transportation needs through year 2030. In my view, a catalog of those needs is not nearly as critical as is a determination of how we might pay for the facilities required to satisfy those needs. One of the axioms operable in my world of public works is that "if you can't afford it, you can't have it." I have to smile at the talk I hear of the TxDOT sunset considerations – TxDOT is not broken, it's just broke. Yes, I know that the agency still has money and a budget, but they assure me that none of it is for new highways or even new capacity. You cannot imagine how frustrating it is to begin negotiations concerning a TxDOT/HCTRA partnership for a major project when the conversation begins with a TxDOT assertion, "We presume that you do understand that TxDOT has no money for this project.

The late chairman of the transportation commission, Ric Williamson, knew all of which I speak, and more, and he tried to address the funding gap between highway needs and highway resources. Ric and I disagreed and debated several issues, but I agreed with him concerning the desperate need to find funding for transportation in Texas. I think he was right about toll roads, but wrong about concessions; right about public-private partnerships, but wrong about CDA's, a concept which allowed a concession to come between the project and the people who would pay the tolls to pay for it. That is where government belongs, between the public and the project, enabling comment, participation, and responsibility to reside with elected officials who answer to the public. There has to be a way to bring private investment into public projects without ceding leadership, control, and unreasonable profits. We in Harris County will seek that mechanism while, I hope, you on this committee seek ways to fund our highway department, a proud agency that has demonstrated an ability to deliver, but which, like all of us, cannot have what it cannot afford, cannot partner when it has no funds.

 8/14/08

## Comments to the 2030 Committee

### Transportation Needs of Greater West Houston

David W. Hightower

Vice Chairman of the Board of Directors

West Houston Association

August 14, 2008

---

The West Houston Association would like to thank the committee for the invitation to present these comments on the transportation needs of Greater West Houston, a 1000 square mile economic powerhouse in the western suburbs of the Houston metropolitan region, which includes portions of Harris, Fort Bend and Waller counties. The West Houston Association is nearing its 30<sup>th</sup> year of planning and advocating for transportation and other infrastructure improvements for this area.

During the current national economic slowdown, Greater West Houston's economy and job creation engine is going strong. In 2000 Greater West Houston had a population of 1 million and 425,000 jobs. Greater West Houston is home to two major employment centers—the Energy Corridor with almost 20 million square feet of office and commercial space and 75,000 employees, and Westchase—with 17 million square feet of office space and 56,000 employees.

These and other commercial centers contribute to our thriving, growing economy that benefits the entire region and the state. By 2035, Greater West Houston population will increase to 1,834,000 million and employment will increase to 775,000<sup>1</sup>. This economic growth translates in to an ever increasing demand for more and better designed transportation facilities to keep the economic engine running.

Greater West Houston is currently enjoying the benefits of a completely reconstructed Interstate 10 West, literally a new backbone to our transportation infrastructure that will serve us well for decades to come. However, other major facilities are in dire need of improvement.

TO  
8/14  
H

US 290 is Houston's most inadequate freeway. It is the region's single most important mobility project and funding for it must be addressed without delay. US 290 is the principal subject of the West Houston Association's US 290 Corridor Mobility Initiative. Northwest Harris County for which US 290 is the most significant mobility element, is expecting population growth of 41% by 2025 on top of a population base of over 400,000 resulting in a population of over 560,000<sup>ii</sup> and the time for improvement to this major facility are years passed due.

And, the growth in demand is not just local. The majority of Texas's future population growth will occur in the region commonly known as the "Central Texas Triangle". While I-10 is generally considered the bottom leg of the triangle, US 290 is increasingly becoming a preferred route to the greater Austin region adding increasing intra-state traffic to local commuters. As Austin continues to expand northward US 290 will take on an ever increasing importance as a prime transportation corridor between the Houston and Austin metropolitan areas.

Although the 290 Corridor improvement program—designed to provide highway, managed use lanes and transit—have completed major investment studies (which began in 1999) and is within weeks of publishing its final environmental impact statement, the current funding crisis at TxDOT effectively means that US 290 will not begin construction by its projected start date of 2011. Even if construction started in 2011, it would not be completed until 2023, using a 12 year construction schedule similar to that established for Interstate 10 before TxDOT and Harris County compressed it to 6 years by using an innovative financing arrangement.

Even this schedule, however, is threatened. We are told that funding for the re-construction of US 290 is not currently programmed.

Frankly, the citizens and businesses in that metropolitan quadrant cannot wait for relief. Current traffic delays on US 290 are intolerable during the peak hours when the freeway is at Level of Service F-. During the remainder of the day, heavy traffic congestion makes it an

unreliable travel option. An outdated design and inadequate auxiliary lanes make the corridor a significant safety liability.

We know the costs for US 290 and the accompanying Hempstead Tollway; the reconstruction of Interstate 610 interchange and commuter rail are daunting and increasing rapidly. However, these projects simply must be done without delay. The only way we know of to address this problem is for each level of government to work together cooperatively and to pool their resources. We believe innovative financing similar to that employed on Interstate 10 would be well received by the community.

TxDOT and Harris County have worked together for over 20 years to bring the citizens of Harris County a first class transportation system. Without this cooperative approach, we would not have the vibrant economy we enjoy today.

It is this cooperative spirit and positive approach to solving problems that will get transportation restored in the US 290 Corridor.

The West Houston Association's Plan 2050 has a significant list of additional transportation projects. One which we are advocating near-term agreement on is the Grand Parkway, focusing on Segment E (between US 290 and Interstate 10). As you know the Grand Parkway is the subject of the so-called Senate Bill 792 market evaluation process and is in negotiations between the state and local counties. Harris County is offering to undertake a portion of the project in advance of concluding those negotiations. We encourage all parties to allow this expedited approach to getting Segment E underway. In some measure, Segment E of the Grand Parkway will allow some traffic that would otherwise use US 290 to avoid that congestion by travelling south to Interstate 10.

Other state projects in our Plan include improvements to State Highway 6 from US 290 to the US 59 and State Highway 529 west from State Highway 6.

Our conclusion is that however significant some of these needs in Greater West Houston are, our priority is US 290. The West Houston Association has made it our priority. Harris County and Houston have made it a priority. The state must make it a priority.

---

<sup>i</sup> West Houston Association, West Houston Plan 250: Envisioning Greater West Houston at Mid-Century. Data compiled from HGAC 2035 population projects.

<sup>ii</sup> US 290 DEIS



The state's population and economy as well as its housing and commercial real estate markets are poised to explode in volume and prices. Unless something as catastrophic as the 1980s oil bust occurs in the next couple of decades, the momentum born in the first five years of the new century should only get stronger.

The costs of growth and prosperity will be increasing congestion in urban areas, overburdened school districts that will require a greater percentage of the state's wealth, escalating demands on local and state infrastructure, and potentially rising levels of political activism with regard to local planning, growth policies, growth

**Table 1. Projected U.S. and Texas Populations (Millions)**

	2005	2010	2015	2020	2025	2030
<b>U.S. Census Bureau<sup>1</sup></b>						
<b>United States</b>	295.5	308.9	322.4	335.8	349.4	363.6
<b>Texas</b>	22.9	24.6	26.6	28.6	30.9	33.3
<b>Texas State Demographer<sup>2</sup></b>						
50 Percent Immigration Scenario	22.6	24.3	26.2	28.0	29.9	31.8
100 Percent Immigration Scenario	23.3	26.1	29.2	32.7	36.7	41.1
2000-04 Immigration Scenario	22.9	25.1	27.6	30.3	33.2	36.3
Texas State Demographer's Average	22.9	25.2	27.7	30.3	33.2	36.4
Average Increase from 2005	-	2.4	4.9	7.5	10.4	13.6

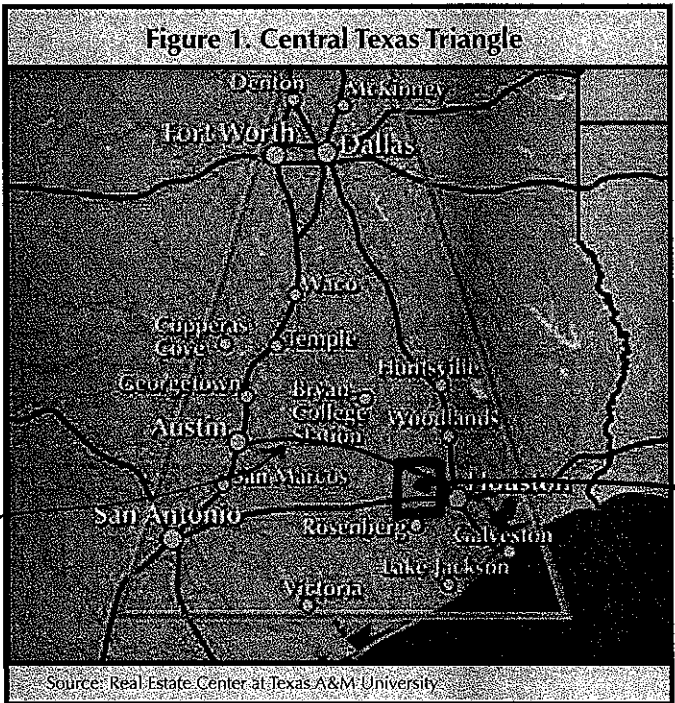
Sources: <sup>1</sup>U.S. Census Bureau, Population Division, Interim State Population Projections, 2005. <sup>2</sup>Texas State Data Center and Office of the State Demographer, 2006 Texas Population Projections Program, "Population Projections for the State of Texas." Projections are from the 2000 Census; thus 2005 is a projected population for the 50 percent and the 100 percent scenarios.

364 million, a 23 percent increase or an average of slightly less than 1 percent per year (Table 1). Texas' population is projected to grow by ten million people, from about 23 million in 2005 to 33 million by 2030, a 43.5 percent increase or roughly 1.7 percent per year.

The Texas state demographer projects Texas' population will add between nine million and 18 million people, expanding to a total population between 32 million and 41 million (from 41 to 77 percent). The wide growth variance depends on the rate of population immigration, both domestic and foreign (Table 1). The projections reflect immigration rates equal to the 1990-2000 rate (100 percent case), half the 1990-2000 rate (50 percent case) and equivalent to the 2000-2004 immigration rate.

Averaging the state demographer's projections results in a projected 2030 population of 36.4 million people, an increase of 13.6 million or 59 percent. This is the equivalent of another Dallas-Fort Worth metropolitan area, another Houston metropolitan area and another San Antonio metropolitan area with enough left over to add another Corpus Christi.

**Figure 1. Central Texas Triangle**



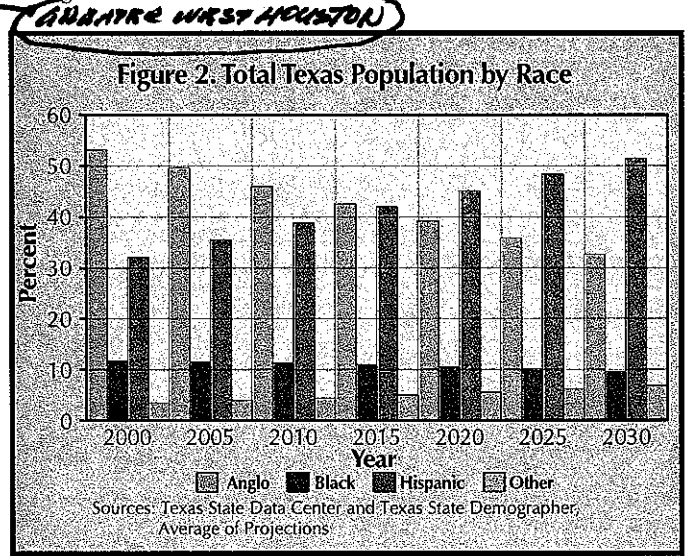
Source: Real Estate Center at Texas A&M University

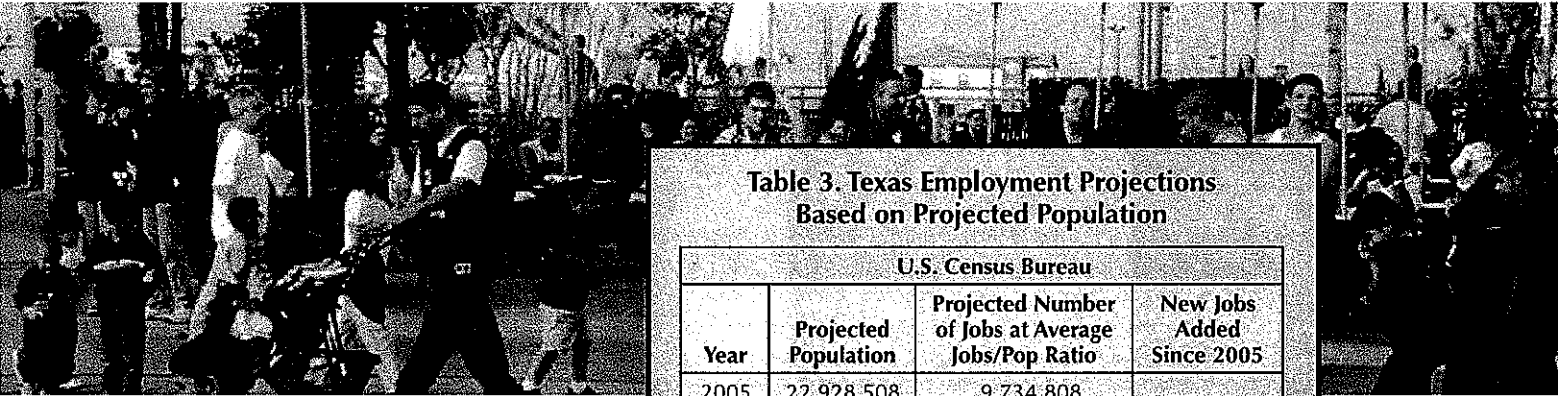
limits, regulatory controls, environmental concerns, taxes and development impacts. In short, things will change dramatically from what many Texans are used to.

This discussion takes a "100,000-foot view" of the Texas economy and housing markets from 2005 to 2030 with simple trend extensions to lay out the possibilities for the next 25 years.

**Population Growth**

The U.S. Census Bureau projects the country will add 68 million people by 2030, growing from 296 million in 2005 to





**Table 3. Texas Employment Projections Based on Projected Population**

U.S. Census Bureau			
Year	Projected Population	Projected Number of Jobs at Average Jobs/Pop Ratio	New Jobs Added Since 2005
2005	22,928,508	9,734,808	
2010	24,648,888	10,533,620	798,811
2015	26,585,801	11,361,353	1,626,544
2020	28,634,896	12,237,027	2,502,218
2025	30,865,134	13,190,111	3,455,303
2030	33,317,744	14,238,226	4,503,418
Texas State Demographer			
2005	22,928,508	9,734,808	
2010	25,164,941	10,754,153	1,019,345
2015	27,650,568	11,816,377	2,081,569
2020	30,331,673	12,962,139	3,227,330
2025	33,245,883	14,207,516	4,472,708
2030	36,427,031	15,566,969	5,832,161

Sources: U.S. Census Bureau; Texas State Data Center and Office of the State Demographer

Despite the popular images of Texas ranches and farmland, Texas' population is primarily urban. Nearly 64 percent of all Texans reside in one of the four major metropolitan statistical areas (MSAs), and nearly 87 percent live in one of the 25 MSAs in the state.

Approximately four out of every five Texans live within the "Central Texas Triangle" (Figure 1), which runs from the Dallas-Fort Worth MSA along I-45 to the Houston MSA (which includes Huntsville, Conroe and The Woodlands), along I-10 to the San Antonio MSA (which includes Katy and Seguin) and along I-35 (which includes San Marcos, Austin, Temple and Waco).

Growth and prosperity will spread throughout the state, but most of the growth will occur in the state's urban areas (Table 2). Future urban spatial design will be a key variable in the distribution of the expected

"other" population group (primarily Asian) will double from 3.3 percent to 6.7 percent.

**Table 2. Texas Metropolitan Area Population Estimates**

MSA	2005 Population (millions)	Percent of Total State Population
Austin	1.5	6.6
Dallas-Fort Worth	5.8	25.3
Houston	5.4	23.6
San Antonio	1.9	8.3
Total Four Major MSAs	14.6	63.8
Total All Texas MSAs	19.9	86.9
Texas	22.9	100.0

Source: Population Division, U.S. Census Bureau

population increase. For decades, primary growth has been in the suburbs of the major cities. This expansion has prompted a continual redefinition of the MSAs to include more suburban and formerly exurban counties within the metropolitan areas.

The racial and ethnic composition of the state's population will reverse by 2030. The Anglo population will decline from 53 percent in 2000 to 32.5 percent by 2030, while the Hispanic population will grow from 32 percent in 2000 to 51.3 percent by 2030 (Figure 2). During this period, the black population will decline slightly, and the

## Job Growth

Population and employment growth go hand in hand. Population grows because jobs are available, and jobs are created because of available low-cost labor produced by a growing population. If Texas maintains its average employment-to-population ratio as it is expected to during the next 25 years (around 42.7 percent), the state will add another 4.5 to 5.8 million jobs (Table 3).

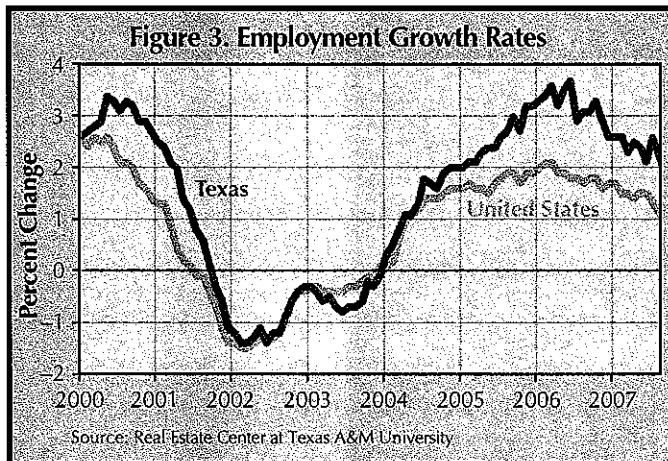
Job growth is expected to be stimulated by overall U.S. economic growth and enhanced by Texas' employment-friendly characteristics (compared with most other states):

- ample supply of relatively low-cost, nonunion labor;
- continued importance of the energy industry along with energy diversification across the state;
- relatively low business operating costs and taxes;
- nonobstructive, pro-business state and local business policies; and
- affordable housing.

Texas' current employment growth is roughly twice the national rate and should continue that pattern over the coming decades, barring any major upheavals (Figure 3).

Texas leads the nation in job creation. The Houston and Dallas metropolitan areas lead U.S. metro areas in creating jobs (Figures 4 and 5).

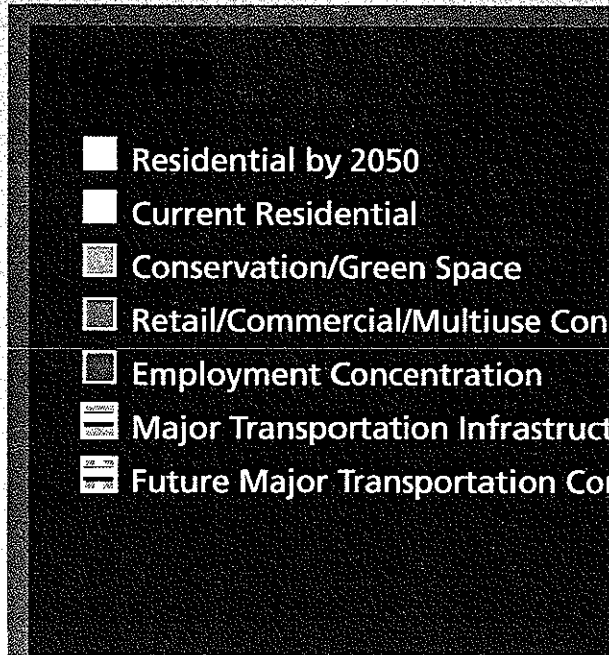
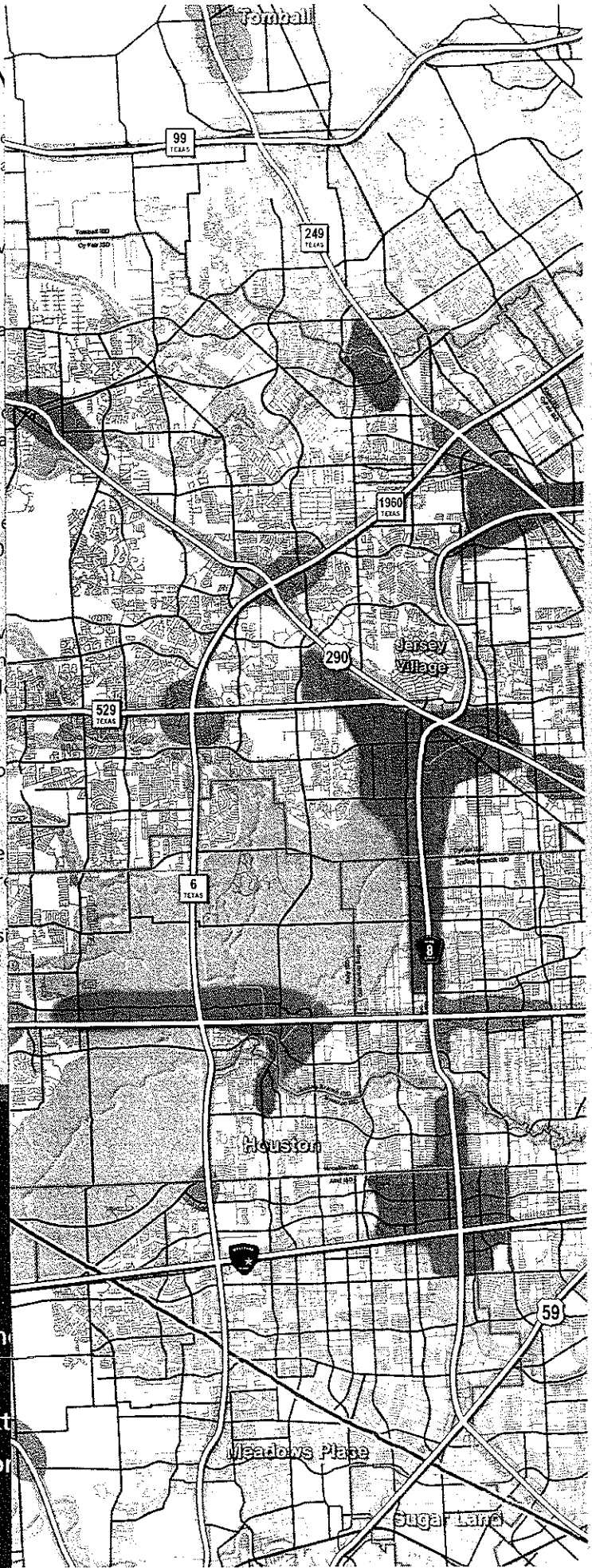
**Figure 3. Employment Growth Rates**



# GREATER WEST HOUSTON AT M

This map depicts a likely development scenario for the 1000-square-mile area with the need to accommodate the one million new residents expected by 2050.

- By 2050 the total population of Greater West Houston will reach nearly one million. Employment will reach nearly one million.
- Approximately 258 additional square miles of residential development will be required to accommodate the new residential population.
- This land use forecast suggests that by 2050 residential development will be concentrated west along existing and new radial transportation spines and along circumferential corridors.
- Office, light industrial and retail development will concentrate along major roadways, principal corridors, along Interstate 10 and Grand Parkway.
- The three regional activity centers serving as "downtowns" will be the Energy Corridor, Westchase and Memorial City/CityCenter. Several new satellite commercial concentrations will develop along principal corridors.
- Major new infrastructure initiatives in areas such as flood control and water treatment will advance to support new development.
- Quality of life will play a major part in providing Greater West Houston with parks, conservation areas and educational facilities to help ensure a high quality of life.
- Quality Growth initiatives will help ensure that both residential and commercial development is attuned to the market for higher levels of living.







**Table 1. Projected U.S. and Texas Populations (Millions)**

	2005	2010	2015	2020	2025	2030
<b>U.S. Census Bureau<sup>1</sup></b>						
United States	295.5	308.9	322.4	335.8	349.4	363.6
Texas	22.9	24.6	26.6	28.6	30.9	33.3
<b>Texas State Demographer<sup>2</sup></b>						
50 Percent Immigration Scenario	22.6	24.3	26.2	28.0	29.9	31.8
100 Percent Immigration Scenario	23.3	26.1	29.2	32.7	36.7	41.1
2000-04 Immigration Scenario	22.9	25.1	27.6	30.3	33.2	36.3
Texas State Demographer's Average	22.9	25.2	27.7	30.3	33.2	36.4
Average Increase from 2005	-	2.4	4.9	7.5	10.4	13.6

Sources: <sup>1</sup>U.S. Census Bureau, Population Division, Interim State Population Projections, 2005; <sup>2</sup>Texas State Data Center and Office of the State Demographer, 2006 Texas Population Projections Program, "Population Projections for the State of Texas." Projections are from the 2000 Census, thus 2005 is a projected population for the 50 percent and the 100 percent scenarios.

The state's population and economy as well as its housing and commercial real estate markets are poised to explode in volume and prices. Unless something as catastrophic as the 1980s oil bust occurs in the next couple of decades, the momentum born in the first five years of the new century should only get stronger.

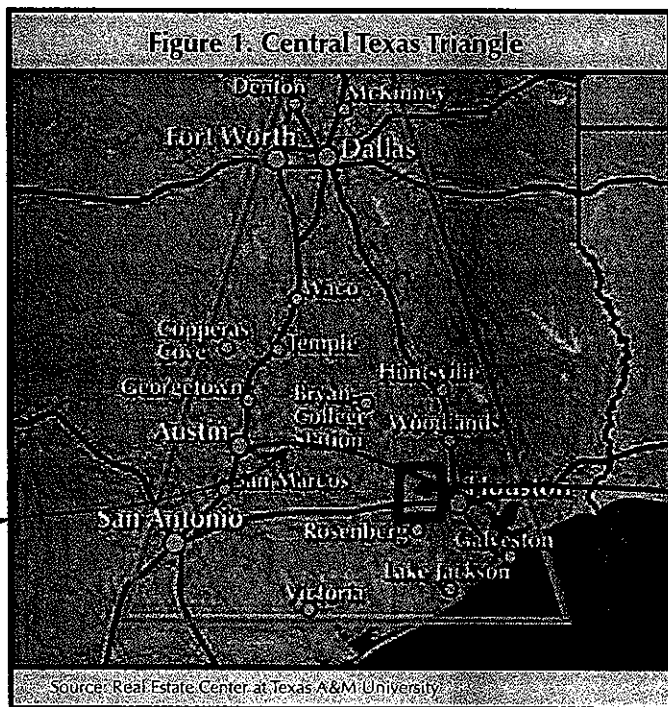
The costs of growth and prosperity will be increasing congestion in urban areas, overburdened school districts that will require a greater percentage of the state's wealth, escalating demands on local and state infrastructure, and potentially rising levels of political activism with regard to local planning, growth policies, growth

364 million, a 23 percent increase or an average of slightly less than 1 percent per year (Table 1). Texas' population is projected to grow by ten million people, from about 23 million in 2005 to 33 million by 2030, a 43.5 percent increase or roughly 1.7 percent per year.

The Texas state demographer projects Texas' population will add between nine million and 18 million people, expanding to a total population between 32 million and 41 million (from 41 to 77 percent). The wide growth variance depends on the rate of population immigration, both domestic and foreign (Table 1). The projections reflect immigration rates equal to the 1990-2000 rate (100 percent case), half the 1990-2000 rate (50 percent case) and equivalent to the 2000-2004 immigration rate.

Averaging the state demographer's projections results in a projected 2030 population of 36.4 million people, an increase of 13.6 million or 59 percent. This is the equivalent of another Dallas-Fort Worth metropolitan area, another Houston metropolitan area and another San Antonio metropolitan area with enough left over to add another Corpus Christi.

**Figure 1. Central Texas Triangle**



Source: Real Estate Center at Texas A&M University

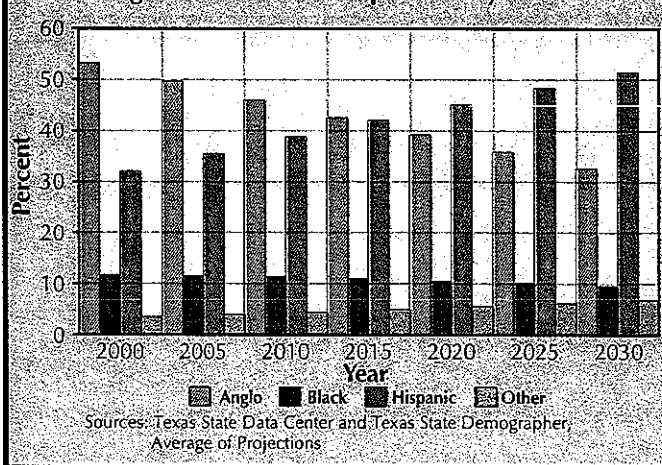
limits, regulatory controls, environmental concerns, taxes and development impacts. In short, things will change dramatically from what many Texans are used to.

This discussion takes a "100,000-foot view" of the Texas economy and housing markets from 2005 to 2030 with simple trend extensions to lay out the possibilities for the next 25 years.

### Population Growth

The U.S. Census Bureau projects the country will add 68 million people by 2030, growing from 296 million in 2005 to

**Figure 2. Total Texas Population by Race**





**Table 3. Texas Employment Projections  
Based on Projected Population**

U.S. Census Bureau			
Year	Projected Population	Projected Number of Jobs at Average Jobs/Pop Ratio	New Jobs Added Since 2005
2005	22,928,508	9,734,808	
2010	24,648,888	10,533,620	798,811
2015	26,585,801	11,361,353	1,626,544
2020	28,634,896	12,237,027	2,502,218
2025	30,865,134	13,190,111	3,455,303
2030	33,317,744	14,238,226	4,503,418
Texas State Demographer			
2005	22,928,508	9,734,808	
2010	25,164,941	10,754,153	1,019,345
2015	27,650,568	11,816,377	2,081,569
2020	30,331,673	12,962,139	3,227,330
2025	33,245,883	14,207,516	4,472,708
2030	36,427,031	15,566,969	5,832,161

Sources: U.S. Census Bureau, Texas State Data Center and Office of the State Demographer

Despite the popular images of Texas ranches and farmland, Texas' population is primarily urban. Nearly 64 percent of all Texans reside in one of the four major metropolitan statistical areas (MSAs), and nearly 87 percent live in one of the 25 MSAs in the state.

Approximately four out of every five Texans live within the "Central Texas Triangle" (Figure 1), which runs from the Dallas-Fort Worth MSA along I-45 to the Houston MSA (which includes Huntsville, Conroe and The Woodlands), along I-10 to the San Antonio MSA (which includes Katy and Seguin) and along I-35 (which includes San Marcos, Austin, Temple and Waco).

Growth and prosperity will spread throughout the state, but most of the growth will occur in the state's urban areas (Table 2). Future urban spatial design will be a key variable in the distribution of the expected

"other" population group (primarily Asian) will double from 3.3 percent to 6.7 percent.

**Table 2. Texas Metropolitan Area Population Estimates**

MSA	2005 Population (millions)	Percent of Total State Population
Austin	1.5	6.6
Dallas-Fort Worth	5.8	25.3
Houston	5.4	23.6
San Antonio	1.9	8.3
Total Four Major MSAs	14.6	63.8
Total All Texas MSAs	19.9	86.9
Texas	22.9	100.0

Source: Population Division, U.S. Census Bureau

population increase. For decades, primary growth has been in the suburbs of the major cities. This expansion has prompted a continual redefinition of the MSAs to include more suburban and formerly exurban counties within the metropolitan areas.

The racial and ethnic composition of the state's population will reverse by 2030. The Anglo population will decline from 53 percent in 2000 to 32.5 percent by 2030, while the Hispanic population will grow from 32 percent in 2000 to 51.3 percent by 2030 (Figure 2). During this period, the black population will decline slightly, and the

### Job Growth

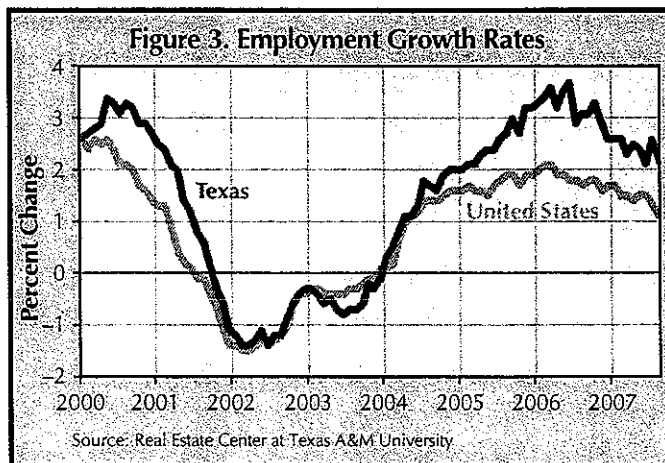
Population and employment growth go hand in hand. Population grows because jobs are available, and jobs are created because of available low-cost labor produced by a growing population. If Texas maintains its average employment-to-population ratio as it is expected to during the next 25 years (around 42.7 percent), the state will add another 4.5 to 5.8 million jobs (Table 3).

Job growth is expected to be stimulated by overall U.S. economic growth and enhanced by Texas' employment-friendly characteristics (compared with most other states):

- ample supply of relatively low-cost, nonunion labor;
- continued importance of the energy industry along with energy diversification across the state;
- relatively low business operating costs and taxes;
- nonobstructive, pro-business state and local business policies; and
- affordable housing.

Texas' current employment growth is roughly twice the national rate and should continue that pattern over the coming decades, barring any major upheavals (Figure 3).

Texas leads the nation in job creation. The Houston and Dallas metropolitan areas lead U.S. metro areas in creating jobs (Figures 4 and 5).





ITC  
8/14  
A

Jeff Moseley Testimony  
(3 Minutes)  
2030 Committee  
August 14, 2008

I am Jeff Moseley, President and CEO of the Greater Houston Partnership. The Partnership is the primary advocate of Houston's business community and is dedicated to building regional economic prosperity.

The Houston region offers tremendous opportunities for residents and businesses. It's no wonder that Kiplinger's Personal Finance report rated Houston the number one place to live. According to Forbes.com, we are the best place to buy a home, and Business Week rates Houston at the top when it comes to earning a comfortable living.

The reality is that we are a dynamic region and we are growing. We expect 3.5 million new residents in the region over the next twenty years. Our capacity demand exceeds the capabilities of our existing infrastructure.



To accommodate our projected growth, we need to add more than 1,800 additional lane miles to our freeways and 6,000 additional lane miles to our arterial roads. That's an increase of 30% for freeways and 52% for our arterial lanes. Over the next twenty years the cost of expanding and maintaining our region's roadways is \$112 billion. (Source: 2035 Regional Transportation Plan)

A shortfall in infrastructure funding may have detrimental impacts on our economy. The Partnership has stepped up and supported initiatives to index motor fuels taxes, reduce transportation diversions and increase motor vehicle registration fees as means of revitalizing transportation funding.

We cannot fully address congestion issues by expanding our roadways. Improvements to our mass transit system will also aide mobility. METRO's light rail expansion will soon be a reality, but we also look forward to the day when those who reside in the far reaches of our region can benefit from an efficient commuter rail system.



Looking beyond our region, an innovative high speed rail system is the next step in connecting Texas's major metropolitan areas. We support further review of a model to connect Houston, Dallas/Fort Worth, Austin and San Antonio via high speed rail.

Houston is fortunate to be home to the Port of Houston. The Port is a major economic contributor to Houston and the State of Texas. The Port of Houston generates over \$117 billion in economic activity for the State. Additionally, the Port generates over \$3 billion in state and local taxes.

An efficient freight rail system is critical to moving goods into and out of the Port. Improvements to our regional rail infrastructure are needed to improve efficiency of goods movement and enhance safety for vehicles and pedestrians. The Gulf Coast Freight Rail District has identified projects totaling \$176 million.



We recognize the need for freight rail improvements and we believe the time to invest in the system is now. The investment would provide a tremendous return for the State. The Partnership's Board of Directors has endorsed capitalization of the Texas Rail Relocation and Improvement Fund.

Texas Gross State Product was more than \$1 trillion in 2007. If Texas was a nation, our economy would rank among the ten largest in the world. Our highway and freight rail systems working together with our deep water port contribute to the strength of our state's economy.

Regional mobility is crucial to the Partnership's mission of making Houston an attractive place to live and work. Infrastructure that sets Houston apart is a key initiative of the Partnership's 10-year Strategic Plan.

Dr. Stephen Klineberg's 2008 regional survey indicates that the number one concern among area residents is traffic. The Partnership shares the same concern.



Texas ranks 43<sup>rd</sup> in per capita highway spending. Our motor fuels taxes have not kept pace with inflation since the last increase in the early 1990's. We are in the bottom quarter of the nation in terms of our state motor fuels tax. The Partnership firmly believes that motor fuels taxes should be indexed to a rate of inflation in order to preserve purchasing power.

The Partnership also supports an increase in motor vehicle registration fees to generate additional revenue for state and county road projects. Registration fees were last increased in 1984. An increase to compensate for inflation since 1984 would generate more than \$1 billion in additional annual revenue for TxDOT's state highway fund and approximately \$450 million per year for county road projects.

If no action is taken, the effects of inflation will further erode the level of available funding. We will experience increasing difficulty in maintaining our road systems, and the resulting decay will produce severe adverse impacts to the economy of Texas.



We encourage members of the 81<sup>st</sup> Legislature to adopt legislation indexing the state motor fuels tax and increasing vehicle registration fees. This won't completely solve our funding crisis, but it would be a significant and powerful statement that the State of Texas values our infrastructure and our mobility.

We are committed to identifying mobility solutions. The Partnership supports the 2030 Committee's efforts and we look forward to working with you to promote the need for infrastructure investment in Texas.





*Bay Area Houston Transportation Partnership*  
P.O.Box 626 Seabrook, TX 77586 Tel: 832.771.0773

10/8/14  
74

BayTran  
P.O.Box 626  
Seabrook, TX 77586

Re: 2030 Committee Public Hearing  
Houston Galveston Area Council

Dear Committee Members,

August 14, 2008

Thank you for the opportunity to present the BayTran Regional Transportation Priority Concerns to the 2030 Public Committee. BayTran is non-profit Transportation Management Organization that has over 70 public and private sector members in Southeast Harris, Brazoria and Galveston Counties. Members include the Counties of Harris, Brazoria and Galveston as well as over 25 municipalities (such as Houston, Pearland, Pasadena, LaPorte, Seabrook, Webster, League City, Galveston and Alvin to name a few), Port of Houston, TAMU Galveston, Texas Transportation Institute and University of Houston.

We have attached critical information for your evaluation of the Southeast Texas Gulf Coast Region and our distinctive regional transportation needs and priorities. These transportation priorities represent a myriad of local partner members included in the BayTran service area. We have attached a detailed description of BayTran, our Service Area Map, details on justification to prioritize this area for your future transportation planning needs as well as a list of Regional Transportation Priority Projects and Initiatives. These projects and initiatives reflect the critical transportation/mobility needs of the local region and the state as well as some impact to the entire nation due to the critical economic infrastructure (i.e., Ports, refineries, etc.) and homeland security issues that are prevalent within the BayTran Area.

We respectfully submit this document for your review and again thank you for the opportunity to take part in the 2030 Public Committee Meeting. Please let us know if we can provide any further information or justification for your Committee. Thank you for your consideration.

Respectfully,

A handwritten signature in cursive script, appearing to read "Coletta Castleschouldt".

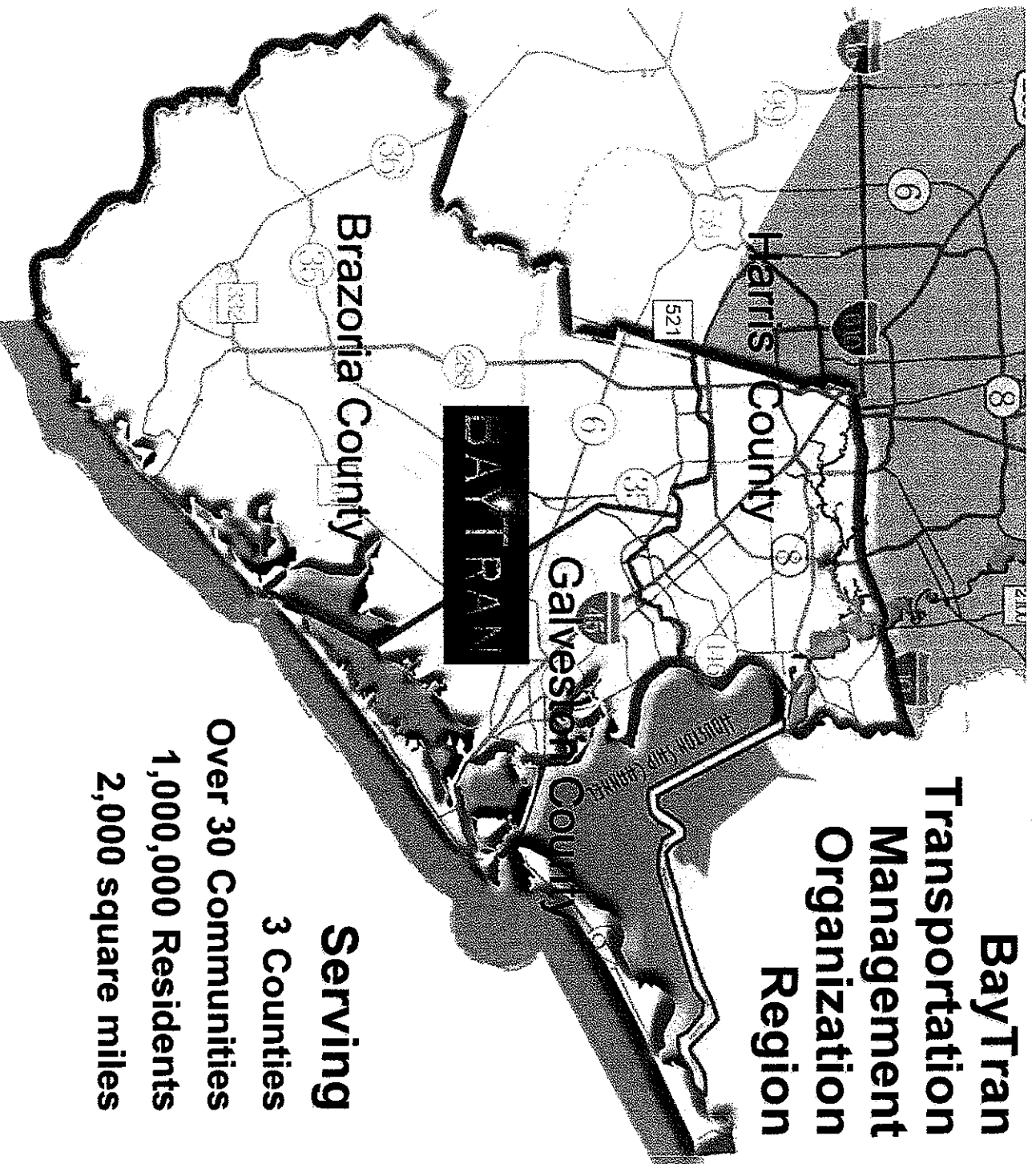
Coletta Castleschouldt  
President, Executive Director

A handwritten signature in cursive script, appearing to read "Michael Ogden".

Michael Ogden, P.E.  
Chairman

Cc: Attachments

# BayTran Transportation Management Organization Region



**Serving**  
**3 Counties**  
**Over 30 Communities**  
**1,000,000 Residents**  
**2,000 square miles**



*Bay Area Houston Transportation Partnership*

BayTran is a Transportation Management Organization (TMO), established in 1990 by the Houston Galveston Area Council. We are a non-profit TMO operating as the Regional Advocate for transportation, mobility, and air quality issues in the Houston Bay Area. BayTran service area includes southeast Harris, Brazoria, and Galveston Counties, Municipalities, Academic Institutions, Port Authorities, and Private Sector Participants with over 70 members.

It is our primary goal to provide good planning, coordination, promotion and application of regional transportation solutions for our members and public. We work diligently to establish good coordination between agencies in a cohesive, consistent, and structured manner in order to effectively identify, evaluate and communicate these priority transportation needs of the region,

There are specific geographic and logistical regional attributes unique to the Houston Bay Area of Texas that distinguish the region from other areas of the State.

- The City of Houston is the fourth-largest city in the U.S. and the largest city within the state.
- The Houston Metropolitan Area is the sixth-largest in the U.S. with a population of approximately 5.6 million and expectations to grow to more than 8.0 million in the next 20 years.
- The Houston Bay Area is located on the Texas Gulf Coast, making it susceptible to hurricanes and tropical storms which pose a threat to the Economic Infrastructure of the area.
- The Houston Bay Area is home to 4 ports, 2 major railroad systems, oil & gas industry, petro-chemical refineries, Texas Medical Center, NASA/Johnson Space Center, and Ellington Field (that is used by military, government, and general aviation sectors)

Listed below are the priority regional projects and initiatives for the BayTran service area by subcategory (i.e., Mobility, Freight – Rail, Port Coordination, Transit and Emergency Preparedness). Please note that the subcategories are listed in random order. However, the projects listed within each subcategory are prioritized (where possible) given its regional significance within the BayTran service area. In addition, further details and justification for these much needed improvements are listed below the Projects & Initiatives for your review.

## **Bay Area Regional Priority Transportation Projects and Initiatives**

### **2030 Committee Public Hearing** **Houston-Galveston Area Council** **August 14, 2008**

**I. Mobility Improvements:** SH 146 (planned TxDOT improvements from LaPorte to Kemah), Red Bluff (alternate route for Port traffic), FM 518 (Pearland to Galveston Bay), SH 36 (Port Freeport through Brazoria Co), FM 517, SH 288 (Brazoria Co to Harris Co to include Toll Roads), Grand Parkway completion (south to northeast segments), Bay Area Blvd (SH

146 to FM 517), Fairmont Parkway (East Sam Houston Toll Road to SH 146), Barbours Cut Blvd, Texas City Wye (I-45/SH 6 interchange), SH 225 (I-610 to Baytown), Port Road, Future geometric improvements for Hurricane Evacuation (FM 2004, FM 1462, FM 521, FM 528, SH 35, FM 517).

**II. Freight – Rail:** See Gulf Coast Freight Rail Corridor Improvement Initiatives

**III. Port Coordination:** Regional Transportation Planning and coordination on future Commercial Vehicle, cargo and freight needs. This should include Port Authority and Private Industrial Coordination as it pertains to transportation needs.

**IV. Transit:** SH 3 Commuter Rail, Expansion of METRO services within Harris County Service Areas, Additional Transit (i.e., Bus, Carpool, Vanpool and Circulators) in non-METRO service areas, SH 35 Commuter Rail

**V. Emergency Preparedness:** Funding for further coordination needs between the three counties, municipalities Offices of Emergency Management, Public Safety and Houston TranStar, Further technology applications of Intelligent Transportation Systems (ITS) and security surveillance to ensure Homeland Security threat areas are monitored and safe.

### **Further BayTran Area Statistics and Justification**

#### **: Petro-Chemical / Oil & Gas Industry:**

- Houston Bay Area is one of the world's largest manufacturing centers for petrochemicals with nearly 40% of the nation's base petrochemicals manufacturing capacity and home to the \$15 billion petrochemical complex at the Houston Ship Channel making it the largest in the United States.
- The famous "Spaghetti Bowl," a complex of several thousand miles of pipeline connecting 200 chemical plants, refineries, salt domes and fractionation plants is located in the BayTran service area along with four Ports (Houston, Texas City, Galveston and Freeport).
- The BayTran service area is home to 43 of the nation's 144 publicly traded oil and gas exploration and production firms, including 10 of the top 25. Of the remaining 15, 6 have subsidiaries, major divisions or other significant operations here with a crude operable capacity of 4.015 million barrels of refined petroleum products per calendar day: Regarding oil pipeline capacity, the BayTran service area has 83.3 % of the Texas total and 24.4% of the total for the United States as well as controlling 72.8 % of the natural gas pipeline in the United States.

#### **Port Cargo/Freight/Trucking**

- Expansion of the Port of Houston Bayport facility is resulting in unprecedented construction of enormous distribution centers which, in addition to the deepening and widening improvements to the Panama Canal is projected to significantly escalate beyond the existing capacity of the Port facilities. This will be compounded with increasing truck/freight congestion due to the effects of growing cargo and goods demand (both imports and exports).
- All four Port Facilities are of great national and regional significance and damage to or destruction of any of them would severely handicap the economy of the entire nation. Operational and safety improvements are needed on various transportation facilities to remove bottlenecks, to reduce unacceptable crash rates, and update geometric improvements in order to accommodate the size, weight, and operational characteristics of current truck and major rail operations. Improvements for grade separating rail and roadway corridors would be

ideal to deal with the increasing number of trains and trucks traveling to and from the Ship Channel refineries, other industrial businesses in the Houston Bay Area, the Ports of Galveston, Texas City, and Houston's Bayport and Barbour's Cut.

#### **Hurricane/ Emergency Evacuation**

- Many major transportation corridors in southeast Harris, Brazoria and Galveston Counties are too congested to be depended upon for evacuation in the event of an emergency, specifically and including: IH-45, State Highway 146, Old Galveston Road (SH 3), NASA Parkway East, Red Bluff Road, Fairmont Parkway, Bay Area Boulevard, FM 518 and FM 517, SH 6, SH 36, SH 288, etc.
- Evacuation routes serving the area have repetitively been subjected to considerable flooding including SH 146, Red Bluff Road, and BW 8 service roads, I-45 So., SH 288, the Texas City Wye (I-45/SH 146/SH 6 interchange) and many other Bay Area corridors has caused unnecessary delay during emergency events and pavement deterioration requiring significant reconstruction.

#### **Homeland Security**

- The safety and security of the vital economic infrastructure in the BayTran service area is of national significance given the existing and projected truck freight and rail cargo arriving and departing from the refineries and ports along the Ship Channel and Galveston Bay and all four ports (i.e., Houston, Texas City, Galveston and Freeport).
- Further funding for the application of technology, manpower and planning are needed to assist local county and municipal Offices of Emergency Management and Public Safety Departments for major emergencies preparedness issues.

#### **BayTran Contact Information:**

Coletta Castleschouldt  
Executive Director / President  
BayTran  
P.O. Box 626  
Seabrook, TX 77586  
Tel: 832.771.0773  
[coletta@infobatp.com](mailto:coletta@infobatp.com)

Michael Ogden, P.E.  
Vice President  
Klotz Associates, Inc.  
1160 Dairy Ashford – Suite 500  
Houston, TX 77079  
Tel: 281.589.7257 cell: 713.817.6237  
[mike.ogden@klotz.com](mailto:mike.ogden@klotz.com)



# Citizens' Transportation Coalition

Comments to  
TxDOT 2030 Committee

PO BOX 66532 HOUSTON TX 77266-6532

August 14, 2008

### Board of directors

- Jon Boyd
- Ed Browne
- Carol Caul
- Tom Dornbusch
- Adra Hooks
- Robin Holzer
- Linda Mercer
- Marci Perry
- Christof Spieler
- Peter Wang

My name is Robin Holzer and I chair the board of the Citizens' Transportation Coalition, an all-volunteer, grassroots advocacy organization based in Houston. Since 2004, CTC members have worked to help neighborhood groups participate in the planning of big transportation projects that affect their neighborhoods.

This 2030 Committee is tasked not only with identifying state transportation needs, but also with prioritizing those needs in the context of today's economic reality. Here are just a few of the most important aspects of our current situation:

- **Fuel costs are rising** and are likely to continue rising.
- **Construction costs are rising** and are likely to continue rising.
- **Transportation funding is shrinking** and access to transportation capital is limited.
- **One in five adult Texans cannot drive**, and in Harris County alone more than 100,000 households have no car. All of these Texans must travel by other means.

Up to now, TxDOT's mission has remained narrowly focused on finding ways to build more, expensive highways despite rising costs and shrinking funds. But given rising energy costs and changing demographics, we challenge you to reconsider *what* TxDOT is charged to do. Here are just three of the big ideas that TxDOT must internalize going forward:

1. **TxDOT must invest scarce transportation dollars where the people are.** Nearly three quarters of our state's population live in the Texas Triangle of Houston, Dallas, Fort Worth, Austin, and San Antonio, and that's where the majority of state tax revenue is collected. TxDOT can better serve taxpayers by investing time and money on good cost-benefit projects within these fast-growing metropolitan areas, rather than boondoggles like the Trans-Texas Corridor.
2. **TxDOT must recognize that land development follows transportation infrastructure, and then, TxDOT must prioritize projects that steward land use strategically and responsibly.** Texans are demanding housing and transportation options that allow them to live closer to where they work. Texans want to spend less time and money commuting. TxDOT has the potential to help us do so. For decades, TxDOT has operated on an "if you build it they will come" philosophy. But in practice, while residences invariably follow new roadways, most businesses tend to cluster together in job centers for efficiency, as they

[www.ctchouston.org](http://www.ctchouston.org)

CTC envisions transportation solutions that improve quality of life

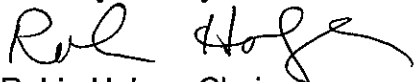
have since the dawn of civilization. If TxDOT would begin focusing on the locations of existing employment centers and investing in infrastructure that makes these centers more “livable”, TxDOT could dramatically reduce congestion and give Texans more time and access. But instead, TxDOT has pursue projects that induce thousands of Texans to live ever further from employment centers. TxDOT must stop squandering our resources on remote new highways for land speculators – like the Grand Parkway – and solve real access problems for tax payers.

- 3. TxDOT must finally become a multi-modal “transportation” agency.** Rising fuel prices are changing the ways people travel and Texans need new options. In the northeast, Houston-based Continental is booking airline customers on connecting train rides, because they know that electrified rail uses one-sixth the energy of air travel for trips under 600 miles. But at home in Texas, we don’t have intercity passenger rail connections, so when airlines are forced to cut routes, Texas travelers will be stuck.

Rising fuel prices are also changing the way freight moves between our cities. Consider that J.B. Hunt, one of the largest trucking companies in the US, now moves more than half of its freight business by rail. Freight rail is more fuel-efficient and releases fewer toxic emissions than trucking, but our freight rail network is out-of-capacity and out-of-date. TxDOT is uniquely positioned to address the intercity rail needs of both passengers and freight. But so far, they lack any commitment to do so.

To wrap up, our transportation choices matter today more than ever. When most Texans wake up in the morning, they don’t think “I want to drive 30 miles”; they think, “I want to go some specific place.” It’s not about traveling, it’s about access. TxDOT must get out of the highway-only box and start working on how to provide efficient access in a world of high energy costs. As this Committee considers our state’s transportation needs, we urge you to focus on how our state’s infrastructure needs are changing, and charge TxDOT with building for a realistic future.

Thank you for your consideration,



Robin Holzer, Chair  
Citizens’ Transportation Coalition (CTC)  
rholzer@ctchouston.org  
m (713) 301-5716



## Resolution of support for transportation alternatives

Your organization can help shape our region by formally adopting this resolution.  
Learn more on our website: [www.ctchouston.org/advocacy](http://www.ctchouston.org/advocacy)

- § 1. **Whereas**, one in five adult Texans cannot drive, and more than 100,000 households in Harris County have no car,<sup>1</sup> and these Texans **must travel by other means**;
- § 2. **Whereas**, **fuel costs are rising** and many Texans are seeking alternatives to car travel;
- § 3. **Whereas**, many **young people and seniors** need safe alternatives to achieve desired mobility;
- § 4. **Whereas**, Houston does not meet national air quality standards,<sup>2</sup> and 49% of Harris County residents are "very concerned" about health effects of pollution";<sup>3</sup>
- § 5. **Whereas**, most of Houston's \$5.6 billion of annual transportation investment goes to build and maintain roads,<sup>4</sup> and **vehicle miles traveled (VMT)** is a principal determinant of auto emissions;
- § 6. **Whereas**, 67% of Harris County residents believe traffic has grown worse over the previous three years, and 78% believe that public transportation is one of the best "long-term solutions to the traffic problems in the Houston area";<sup>3</sup>
- § 7. **Whereas**, 45% of Houstonians would prefer more investment in public transit while only 38% prefer building new roads and highways;<sup>5</sup>
- § 8. **Whereas**, truck traffic is a significant cause of roadway congestion, and freight rail is a more efficient, more environmentally-friendly alternative;
- § 9. **Whereas**, commercial airline travel uses at least six times more energy than passenger rail for trips of fewer than 600 miles; and
- § 10. **Whereas**, the public investments we make today will determine the transportation options we have tomorrow.

§ 1. **RESOLVED**, that all transportation agencies must invest in infrastructure to provide excellent access to neighborhoods, jobs, and other destinations using all travel modes, including walking, biking, and mass transit;

§ 2. **RESOLVED**, that transportation agencies must develop and modernize rail infrastructure for both passengers and freight;

§ 3. **RESOLVED**, that all transportation projects comply with federal guidelines in order to capture maximum federal funds and protect quality of life in our neighborhoods;

§ 4. **RESOLVED**, that both public and private entities cooperate fully to ensure a robust and complete transportation network for our future.



Your organization can help shape our region by formally adopting this resolution.  
Learn more on our website: [www.ctchouston.org/advocacy](http://www.ctchouston.org/advocacy)

Adopted by:

Organization \_\_\_\_\_

Mailing address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Date \_\_\_\_\_

Website (if any) \_\_\_\_\_

Number of households represented \_\_\_\_\_ Number of members \_\_\_\_\_

Officer signature \_\_\_\_\_

Print name \_\_\_\_\_ Title \_\_\_\_\_

E-mail \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

**Please return one signed copy from your organization**  
by one of these three methods:

Fax	(713) 529-1392 <i>please phone (713) 301-5716 to confirm receipt</i>
Email	advocacy@ctchouston.org
Mail	PO BOX 66532 HOUSTON TX 77266-6532

If you have any questions, please contact CTC's Advocacy chair, Jon Boyd, at (713) 515-1872.

**Thank you for your support!**



**Citizens' Transportation Coalition**

Sources:

<sup>1</sup> U.S. Census Bureau, 2006 American Community Survey.

<sup>2</sup> Environmental Protection Agency (EPA)

<sup>3</sup> Dr. Stephen Klineberg. 2007 Houston Area Survey.

<sup>4</sup> H-GAC. 2035 Regional Transportation Plan.

<sup>5</sup> 2003 Blueprint Houston Survey