

Subject	Grade	Comments
<b>Roads and Highways Update</b>	D <del>C-</del>	The Texas Transportation Commission can fund less than 40% of projects deemed worthy and cost-effective, and this situation is often a direct result of inequities in the re-distribution of Federal gasoline taxes to states where drivers log higher numbers of vehicle miles. The construction cost index increased by 66% over the past five years. The 2009 Texas Legislature should work on addressing the current lack of funding to avoid further degradation of roads and highways in Texas.
<b>Bridges Update</b>	B- <del>C-</del>	Texas has 49,829 bridges. Of these, 11,336 are considered non-sufficient: i.e. structurally deficient, functionally obsolete, or sub-standard. The number of non-sufficient bridges is decreasing by an average of 218 bridges per year. For the 5-year period between 2001 and 2006, TxDOT has made significant progress in the improvement of bridges and has made steady progress towards reaching its goal of having 80% of our bridges sufficient by September 2011. However, at current inventory levels, the state still needs to improve 274 bridges per year to reach its goal. Recent large reductions in maintenance and replacement/rehabilitation expenditures could easily disrupt progress and extended periods of budget cuts could reverse progress as many bridges continue to reach their 50-year design life. TxDOT's goal of 80% sufficient bridges still leaves approximately 10,000 non-sufficient bridges.
<b>Transit</b>	C	The 2004 TTI Urban Mobility Study ranked Dallas/Ft. Worth 4 <sup>th</sup> and Houston 6 <sup>th</sup> nationally in traffic congestion; however, much of the rest of the state (rural areas and smaller cities) are not experiencing congestion. Efficient public transportation services in the form of buses, vanpools, passenger rail, etc. are expanding. Texas remains heavily dependent upon federal funding to develop Light Rail Transit.
<b>Aviation</b>	C+	Texas has 27 large commercial service airports and 289 general aviation (GA) airports. Large investments over past years have maintained an adequate overall capacity. Due to the ageing infrastructure, increased security costs, and steady increases in the amount of traffic at GA airports, the need for infrastructure repair/expansion for the period 2001-2005 is identified as \$4.1 billion (commercial) and \$506 million (GA). Funding is anticipated to average only \$183 million and \$38 million per year, respectively.
<b>Schools</b>	D-	Texas has 7,500 public elementary/secondary school facilities, serving a student population of 4.2 million that grows by over 2% per year. Reports in 1999-2000 indicated one or more inadequate features and/or unsatisfactory environmental conditions in 46% and 60% of these buildings, respectively. Although the cost of modernization was estimated at \$13.6 billion, the annual Texas facility investment was under \$1 billion.
<b>Drinking Water</b>	D	The population of Texas is expected to double in the next 30 to 40 years. If a drought occurs in Texas in 2050, 43% of municipal demand for water would not be satisfied by current water sources. In 2001, the EPA estimated that Texas had \$13 billion in water infrastructure needs over the next 20 years. Other than low-interest loan programs, the State does not fund local water infrastructure construction or maintenance.
<b>Wastewater</b>	C-	Large investments by most urban centers have improved wastewater infrastructure. However, due to population growth and ageing wastewater infrastructure, Texas needs to invest \$6.4 billion over the next 20 years to upgrade facilities. Other than a low-interest loan program, the state does not directly fund these projects. In 2005, the Texas loan program is expected to receive \$59.8 million less in federal and state funds.
<b>Dams Update</b>	D- <del>D-</del>	Texas currently lists 7,478 non-federal dams including 888 high hazard (probable loss of life) and 799 significant hazard dams (potential loss of life). Most high hazard dams do not have regular inspections or maintenance and the estimated cost for repairs, in 2003, exceeded \$710 million. The owners must provide all funding because there are no dedicated State or Federal funds. While some dam owners have been able to fund rehabilitation projects, the number of structures improved each year represents only a very small percentage of the dams in Texas. In 2007, the Texas Dam Safety program only received \$590,601 that was used primarily for inspections. In 2008 the program received \$666,549. Although the Dam Safety Program has increased the number of annual inspections and new rules will be enacted in 2008, the program still lacks the funding needed to ensure the safe construction, maintenance, repair, or removal of dams in the State of Texas.

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<b>Solid Waste</b>	<b>B</b>	The per capita solid waste disposal rate in Texas has increased from 5.5 pounds per capita per day in 1992 to 7.2 pounds per capita per day in 2002. Due to increases in permitted capacity and in technology, landfill capacity has increased. Recycling rates are at about 35% of the total waste generated in the state. Solid waste infrastructure and management services are funded by private companies and local governments.
<b>Hazardous Waste</b>	<b>C</b>	Due to effective regulation and aggressive enforcement, the Texas Commission on Environmental Quality has cleaned up 35 of the 80 Superfund Sites in Texas under its jurisdiction. Of the 54 sites under EPA jurisdiction, eight have been cleaned up. Texas has reduced the amount of toxic chemical releases 52 percent between 1988 and 2000.
<b>Navigable Waterways</b>	<b>D</b>	The Gulf Intracoastal Waterway is a federally maintained channel that links Gulf Coast ports and the inland waterway system. In combination with ports, Texas ranked 2 <sup>nd</sup> in the nation in total waterborne tonnage moved in the US. The ageing infrastructure in the GIWW is not adequately maintained due to decreases in federal funding. Poor maintenance and channel closures will impact the state's economy in the near future.
<b>Flood Control</b>	<b>D-</b>	Since 1994, Texas has experienced 15 federally declared disasters, most involving flooding. Texas has no statewide floodplain management plan, and is not a participant in the National Flood Insurance Program, although many of its communities are. Texas leads the US in terms of dollars paid for flood claims. Other than low-interest loans and small grants, Texas does not fund flood control infrastructure. Funds collected by the Dept of Insurance from NFIP policies/license fees (approx. \$2 million) are returned to the general fund.
<b>Energy</b>	<b>B+</b>	85% of electric usage in Texas is served by the Electric Reliability Council of Texas (ERCOT). ERCOT has a total of 78,000 megawatts of generation capacity, with a load of 61,500 megawatts and a reserve of margin of over 30%, keeping electric prices moderate in Texas. Approx. two thirds of the generation in Texas uses natural gas as the primary boiler fuel. The ERCOT service area has 38,000 miles of transmission lines.

Note: Subjects not updated in 2008 were last reviewed in 2004.

	<p><b>Texas Infrastructure G.P.A. = C-</b></p> <p><b>Renewing Texas Infrastructure</b></p>	<p><b>A</b> = Exceptional  <b>B</b> = Good  <b>C</b> = Fair  <b>D</b> = Poor  <b>F</b> = Inadequate</p>	<p>Each category was evaluated on the basis of condition and performance, capacity vs. need, and funding vs. need.</p>
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