Infrastructure needs increased, long-term, consistent, state and local level investment. Dedicated public funding sources on the local and state level need to be consistent, with infrastructure trust funds never used to pay for or offset other parts of a budget. Infrastructure owners and operators must charge, and Texans must be willing to pay, rates and fees that reflect the true cost of using, maintaining, and improving infrastructure.

LEAD WITH VISION
Leaders from all levels of government, business, labor, and nonprofit organizations must come together to ensure all investments are spent wisely. By creating incentives and prioritizing projects, funding can be leveraged to ensure project success. Using a streamlined project permitting process and allowing involvement from the private sector or private-public partnerships can also bring projects to reality and generate cost savings.

PREPARE FOR THE FUTURE
Utilize new approaches, materials, and technologies to ensure our infrastructure is more resilient and sustainable. By embracing emerging technologies and adapting to shifting social and economic long-term trends, success can be attained.

MAINTAIN THE BALANCE
When considering land use planning at the local level, the function of existing and new infrastructure must maintain the balance between the built and natural environments now and into the future. This is obtained by supporting research and development of innovative new materials, technologies, and processes to modernize and extend the life of infrastructure, expedite repairs or replacement, and promote cost savings.

TEXAS GRADES

AVIATION B-
BRIDGES B
DAM D
DRINKING WATER D+
FLOOD CONTROL D
HIGHWAYS AND ROADS D
WASTEWATER D
G.P.A. C

ABOUT THE GRADES
Infrastructure is graded based on eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.

EXCEPTIONAL, FIT FOR THE FUTURE A
GOOD, ADEQUATE FOR NOW B
POOR, AT RISK D
FAILING/CRITICAL, UNFIT FOR PURPOSE F

MEDIOCRE, REQUIRES ATTENTION C

ASCE Texas is one of the largest and most active sections of the American Society of Civil Engineers. Established in 1913, the Texas Section represents nearly 100,000 members. As a nonprofit organization, the Texas Section unites 15 Branches, seven Technical Institute Chapters, and 17 Student Chapters, including one at each major Texas university. ASCE Texas Section belongs to ASCE’s Region 6, which includes the Mexico, New Mexico, and Oklahoma Sections. ASCE has 150,000 global members.

Texas civil engineers are leaders in their communities, building a better quality of life across the street and around the world.
This increased funding and drop in percentage of structurally deficient bridges has related to truck size and weight, which help defray the costs of bridge maintenance. The Texas State Legislature recently approved bills establishing fees for permits meeting functional requirements for increased traffic volumes and loads. Fortunately, maintaining acceptable levels of mobility in its road network. Specifically, the state from 2.6% in 2012, Texas faces significant challenges when it comes to managing and the national average in number of structurally deficient bridges at 1.7%, which is a drop state highway system, and approximately 35% are off-system bridges, or under direct state. Of these, approximately 65% are on-system bridges, or on the designated authority is the primary reason for the 2012 grade of D remaining unchanged. Texas has made airfield infrastructure investments through construction of new passenger terminal facilities, and renovation and expansion of existing terminals. The Federal Aviation Administration (FAA) continues to increase grant funding of investments in Texas airfield infrastructure to improve resiliency and capacity. This increase in funding has resulted in improvement of the letter grade for Aviation from C+ in 2012 to B+ in 2017. 43% of assessed reservoir acres in Texas are designated as having impaired water quality. Of the total square miles of estuaries and bays assessed, 13% do not fully support shellfish harvesting and 24% do not fully support aquatic life.

Water infrastructure. The wastewater letter grade is the lone area of decrease on the infrastructure. The wastewater letter grade for Highways and Roads remains the same from 2012 at a D. The 2015 statewide pavement conditions rated “good” or better was at 87%, but the continued cost of congestion to the commuter, on average per year due to congested roadways. The 2015 statewide pavement conditions rated “good” or better was at 87%, but the continued cost of congestion to the commuter, on average per year due to congested roadways. Because of the anticipated drop in roadways rated “good” and the continued cost of congestion to the commuter, the letter grade for Highways and Roads remains the same from 2012 at a D.