

RURAL TRANSPORTATION PLANNING



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Improve mobility

Enhance development



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RTPO Objectives & Opportunities

- Fill transportation planning gap that exists outside of MPO's
- Connect urban areas and growth occurring between urban areas
- Explore and promote effective ways to involve rural officials in the statewide transportation planning process
- Develop and prioritize projects for inclusion on the State Transportation Improvement Program (STIP)
- Build relationships among participants that can form the basis for future cooperation and coordination

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Existing RTPO Models Nationally

- Twenty-nine states with existing and operating RTPO's to facilitate planning, implementation and best practices guidelines
- RTPO's may model the existing MPO structure and can cooperate with the existing MPO as a combined MPO/RTPO
- Area may be delineated according to existing Regional Development organization lines (COG's, Area Development Districts etc.)

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Over the past 25 years in Texas . . .

- Our population has increased 57%
- Our use of our roads grew 95%
- State road capacity grew only 8%

use of roads 95%

population 57%

capacity 8%

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Over the next 25 years in Texas . . .

- Our population will increase an additional 64%
- Our use of our roads will increase an additional 214%
- State road capacity will grow **only** an additional 6%

use of roads  214%

population  64%

capacity  6%

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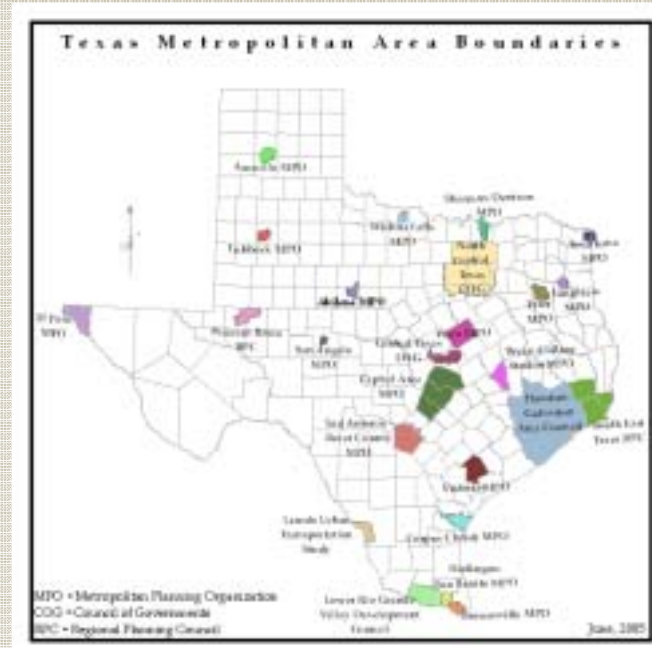
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RTPO's in Texas...

- An approach to “connect the dots” of urban areas administered by MPO's
- Voluntary, not mandatory
- The few RTPO's that exist lack both direct, consistent funding and enabling legislation
- Coordination abilities will help to achieve recent state mandate (HB 3588) to reduce transportation efficiencies



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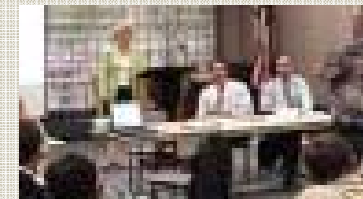
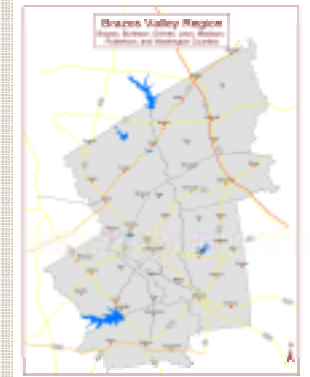
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Brazos Valley RTPO

- Established RTPO in 2002 to fill transportation planning gap for rural areas
- Opportunity for TxDOT to coordinate with several county officials at one time
- County officials get access to a TxDOT director
- Regional Councils can bring multiple funding streams together to fund regional transportation planning



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Ongoing BVRTPO Planning Processes

- Coordinated service delivery
- TxDOT projects
- Transit
- Road repairs
- Economic development
- RMA's



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Traditional Funding Options

- Formula funding from State DOT's with appropriate legislation
- Increased gas tax revenue
- Bonds and Comprehensive Development Agreements
- USDA or agricultural grants from the federal government
- Other funding sources
 - Department of Labor, HHS, Veteran Affairs, non-profit advocacies

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Funding Needed, \$188 B

Funding Gap for Texas Roadways

- Planners have identified **\$188 billion** in needed projects to achieve an acceptable statewide level of mobility by 2030.
- We estimate that only **\$102 billion** will be available through the traditional funding sources to meet those statewide needs.
- We are left with a significant funding gap of **\$86 billion** if we are to adequately address the state's future transportation mobility challenges.

Funding Gap, \$86 B

Available, \$102 B

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How to fill the funding gap?



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New Funding Opportunities – Texas' 78th Legislature H.B. 3588

- Texas Mobility Fund
- Toll Roads
- Pass-Through Toll Agreements
- Bonds
- Comprehensive Development Agreements

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New Funding Opportunities – H.B. 3588

Regional Mobility Authorities (RMA's)

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One solution:

Regional Mobility Authorities (RMA's)

- Fill transportation funding gaps more rapidly
- New legislation created RMA's as well as introducing new financing tools
- Texas Mobility Fund could provide startup funding
- Portion of revenue stream could be allocated to provide RTPO's with consistent funding

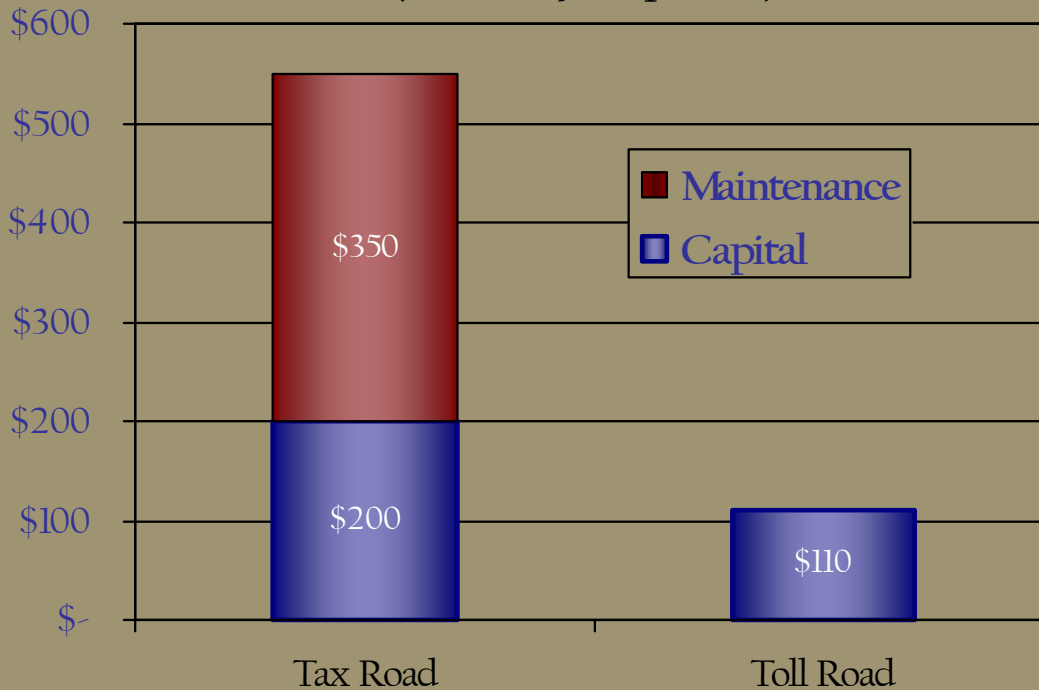
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Total Taxpayer Costs*
(over 40-year period)



Why a RMA?

- Ability to generate revenue that can be used to fund additional transportation projects.
- Provides more local control of the transportation planning process.
- Projects can be built sooner, bringing relief sooner.
- Shows state officials that the region is willing to help itself.

*Capital plus preservation, including inflation

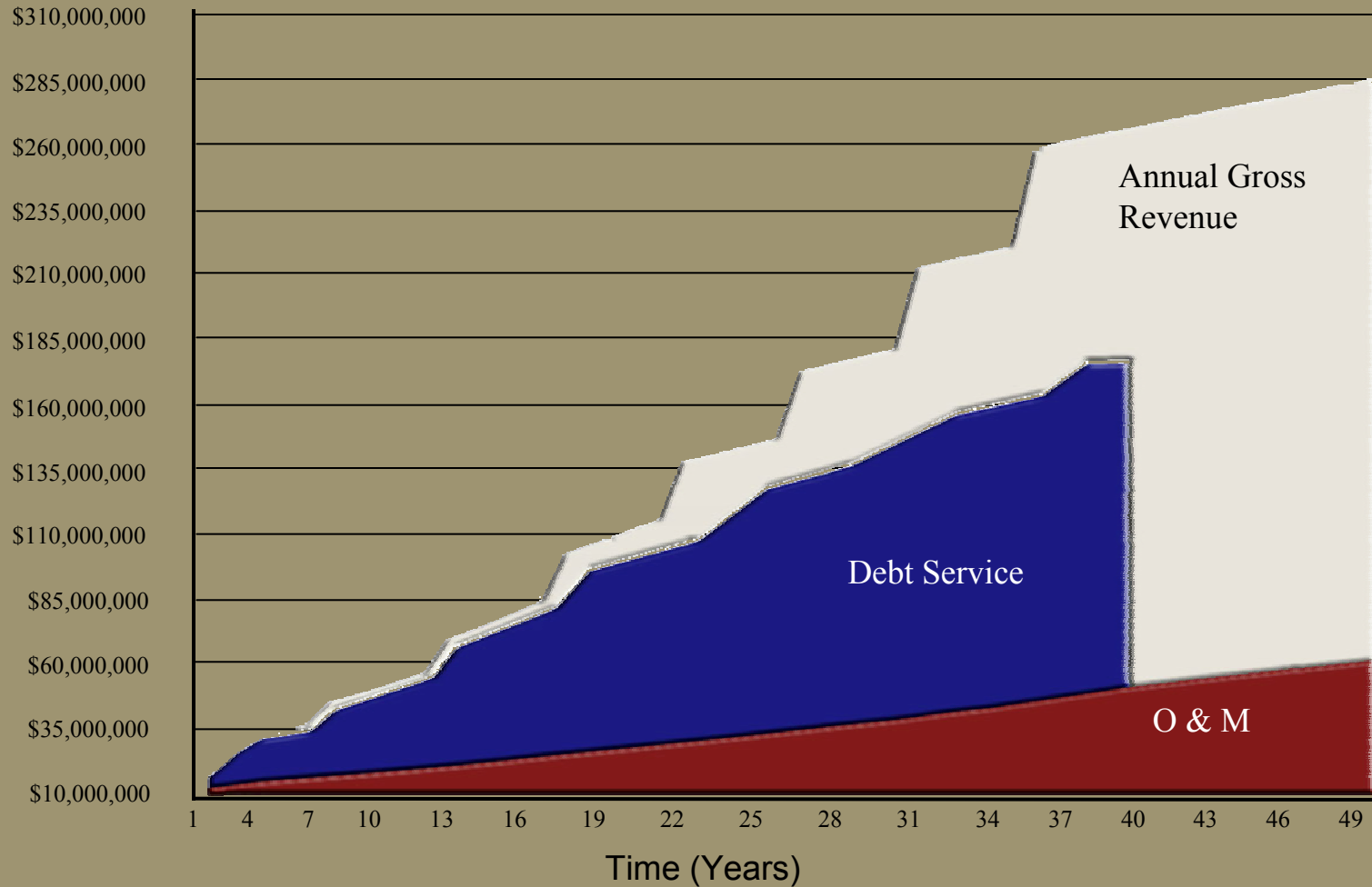
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ANNUAL TOLL REVENUE



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Potential Progression Involving Regional Councils

- Regional Councils could provide staff support to the RMA and fund RTPO's from toll revenue
- Regional councils bring together many components
- Multiple RMA's and MPO's could exist within an RTPO
- Amalgamation of entities would establish an economy of scale to improve cost-effectiveness of RMA

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Additional Resources

- Texas House Bill 3588 (78th Regular Session – 2003)
 - Summary
 - ftp://ftp.dot.state.tx.us/pub/txdot-info/lao/HB3588_summary.pdf
 - Entire Bill
 - <http://www.capitol.state.tx.us/>
 - Select “78th Regular Session – 2003” and enter “HB 3588”
- Texas Department of Transportation
 - <http://www.dot.state.tx.us>

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Questions and Comments



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