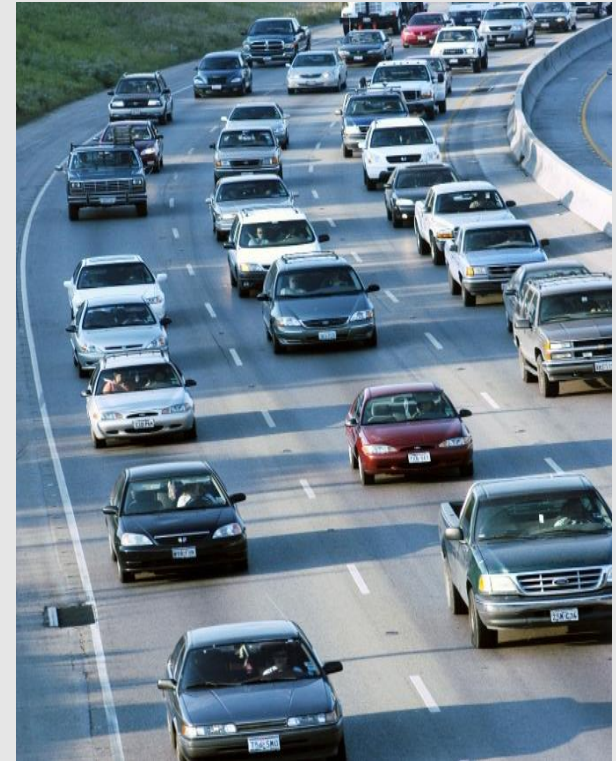




# BRAZOS COUNTY REGIONAL MOBILITY AUTHORITY

Public Hearing





# Elected Officials

## **Purpose of the Public Hearing:**

To present information on the petition to create the Brazos County RMA and receive comments from the public.

## **Options for Commenting:**

1) Verbal comments will commence after the presentation

2) Written comments can be placed in the comment box

3) E-Mail comments to: Doug.Marino@txdot.gov

4) Mail comments to: Doug Marino, P.E.

TxDOT Bryan District

2591 North Earl Rudder Freeway

Bryan, TX 77803

**Deadline for comments: Friday, May 17, 2019**

# Public Hearing Agenda

1 Introduction

2 General RMA Overview

3 Brazos County RMA Overview

4 Project Overview

5 Comment Period

6 Adjournment

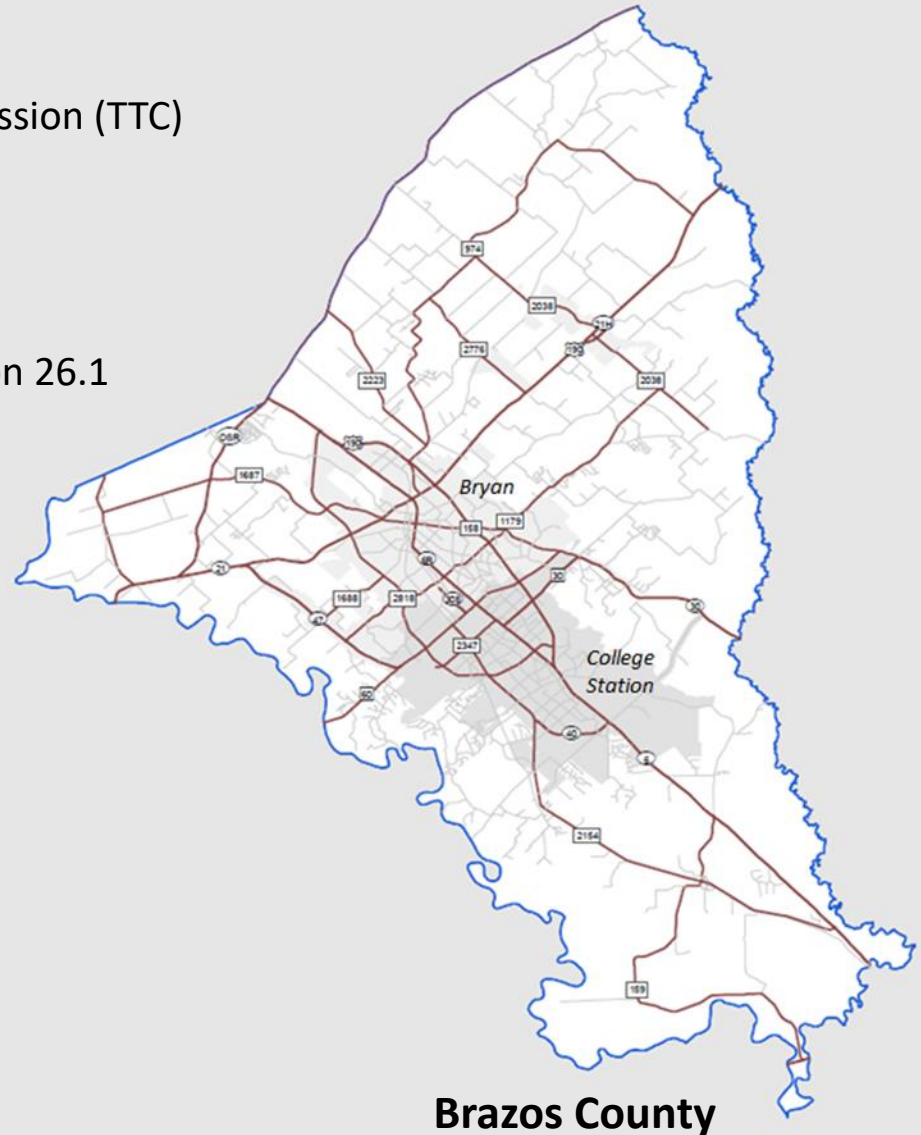
# Introduction

## Brazos County Regional Mobility Authority

- Petition to the Texas Transportation Commission (TTC) on October 16, 2018

## Regional Mobility Authority (RMA)

- Texas Transportation Code 370
- 43 Texas Administrative Code, Part 1, Section 26.1



## What is a Regional Mobility Authority?

- An Independent Local Government Agency
- Ability to finance, acquire, design, construct, operate, maintain, expand, or extend multimodal transportation projects
- The first RMA in Texas was created 2002
- There are nine (9) RMAs currently operating in Texas
- RMAs facilitate the funding and implementation of specific transportation projects or programs to address specific mobility needs such as congestion reduction or connectivity projects
- RMAs report annually to local governments, financiers, the Texas Department of Transportation (TxDOT), and the Texas Transportation Commission (TTC)

# General RMA Overview

## Benefits of an RMA

- Increase local control
- Accelerate project delivery
- Deliver, non-traditional projects with unique circumstances

## Types of Projects

- Roadways
- Airport/Aviation Facilities
- Pedestrian/Bike Facilities
- Public Utility Facilities
- Transit Systems/Public Transportation
- Parking Facilities
- Tolloed Roadways
- Railroads
- Bridges

# General RMA Overview

## Financing

RMAs do not have taxing authority

Sources of funds:

- Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loans
- TxDOT-based financial assistance agreements
- SIB loans
- Funding from transportation reinvestment zones (TRZs)
- Bonds based on local specialty taxes
- Inter-local agreements
- CDAs (as limited by SB 792)
- Receive Gifts
- Receive Grants
- Receive Property
- Receive other contributions or things of value
- Issue Bonds
- Receive Loans

Counties can enact a vehicle registration fee

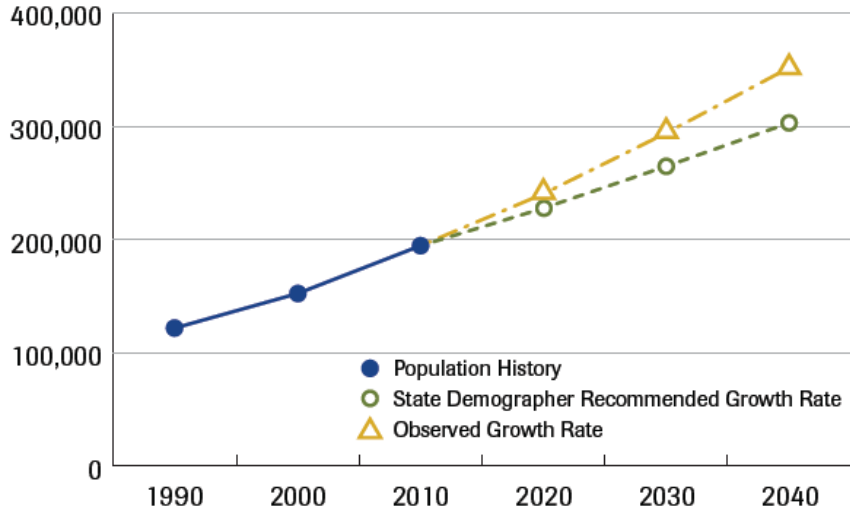
- Texas Transportation Code Section 502.402
- HB 642 legislation



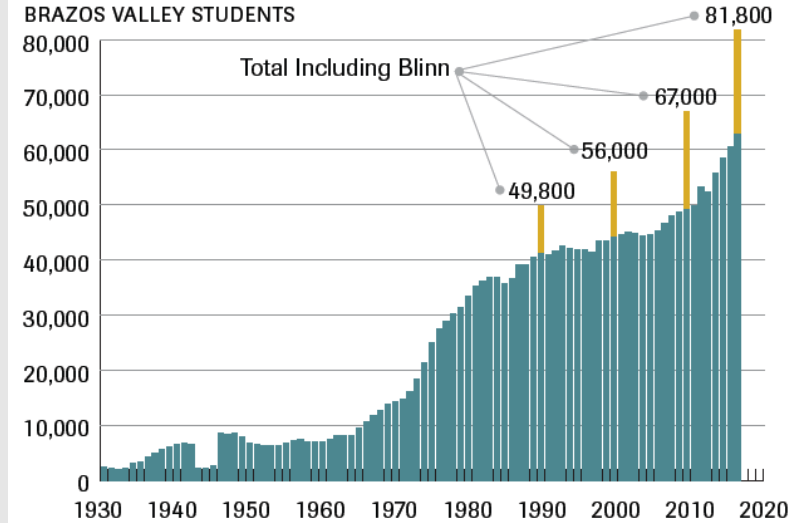
# Brazos County RMA Overview

## Why Form a Local RMA?

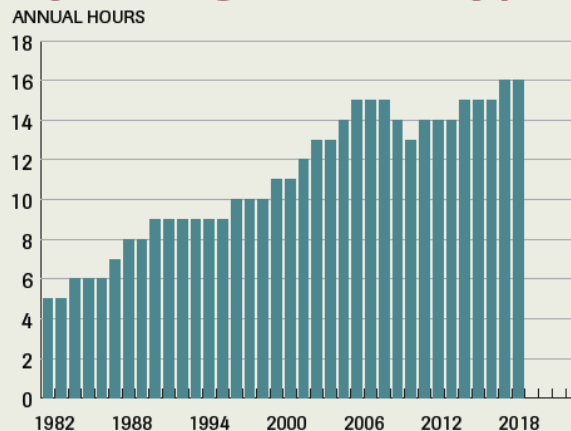
### BRYAN-COLLEGE STATION POPULATION



### TEXAS A&M ENROLLMENT



### Bryan-College Station Delay per Commuter



**10<sup>TH</sup>** MOST CONGESTED TEXAS METRO

**UP 900%** TOTAL TRAVEL DELAY SINCE 1980

# Brazos County RMA Overview

## Why Form a Local RMA?

- Can serve as a forum for supporting local coordination of key issues and assist in finding funding to address these issues
- Provides the community with another tool to utilize for addressing safety and congestion
- A locally controlled entity, working closely with both TxDOT and the Bryan College Station Metropolitan Planning Organization (BCSMPO) to develop projects
- Provide support to other transportation improvements in the region that would otherwise rely on traditional state or federal funding for implementation
- Over \$2 billion in projects on the MPO thoroughfare plan do not currently have an identified funding mechanism.
- Ability to acquire right-of-way and the ability to utilize Eminent Domain

# Brazos County RMA Overview

## Board of Directors

Consists of five (5) members

- Presiding officer appointed by the Governor.
- Four (4) members appointed by the Brazos County Commissioners Court

Directors eligibility is described in the Texas Transportation Code, Section 370.251 and Title 43, Texas Administrative Code, Section 26.51

The following individuals are ineligible to serve as a director:

- An elected official
- A person who is not a resident of a county within the geographic area of the RMA
- A TxDOT employee
- An employee of a governmental entity, any part of which is located within the geographic boundaries of the authority
- A person owning an interest in real property that will be acquired for an RMA project, if it is known at the time of the person's proposed appointment that the property will be acquired for the RMA project

# Brazos County RMA Overview

## RMA Timeline

### **STEP 1: *(Title 43, Texas Administrative Code, Section 26.11)***

- Brazos County Commissioner's Court authorized the RMA creation by Resolution – October 2018
- A Petition for creating an RMA was submitted by the County to the chair of the TTC – October 2018

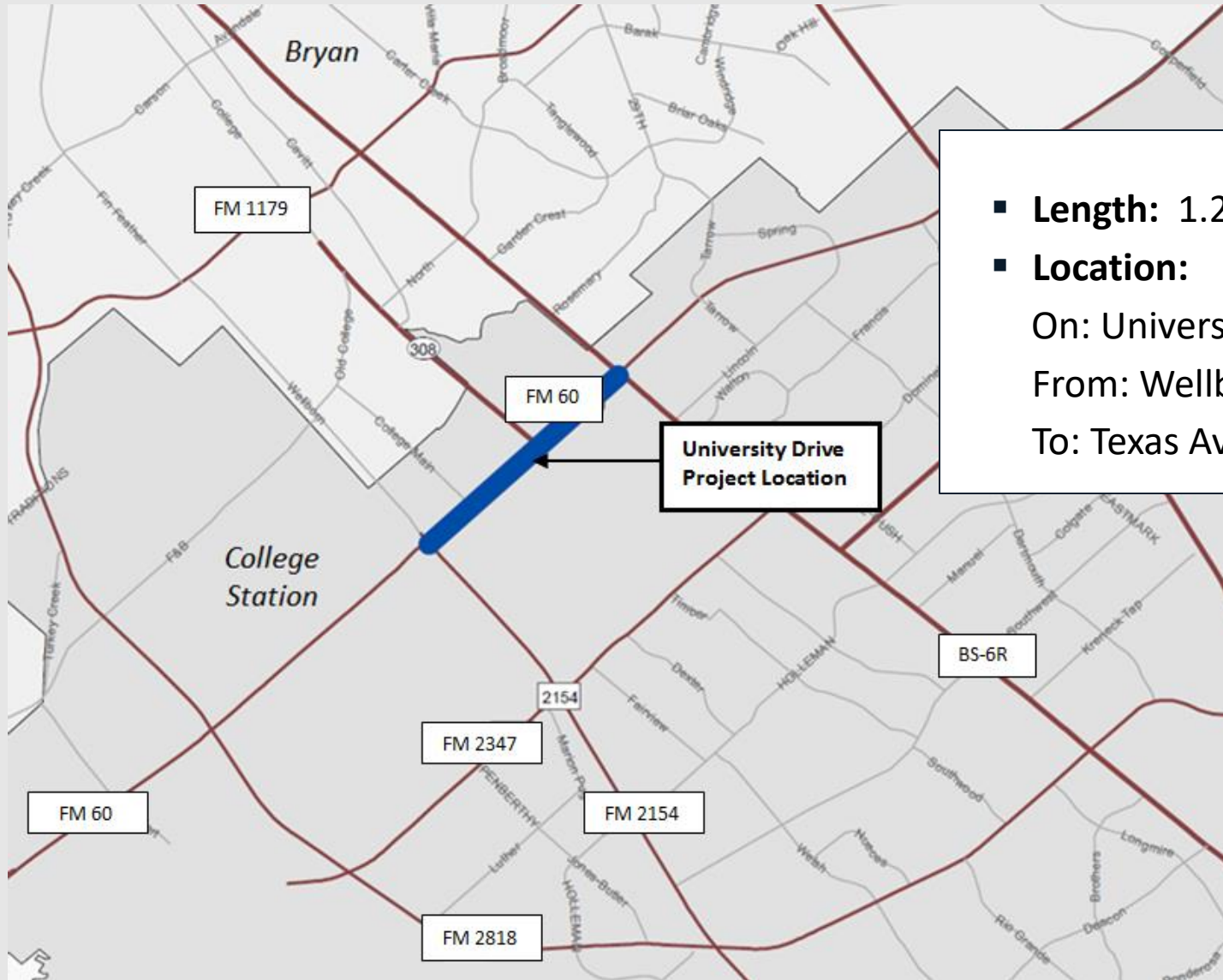
### **STEP 2: *(Title 43, Texas Administrative Code, Section 26.12)***

- The petition was reviewed by TxDOT to ensure the application is complete
- After a successful review, TxDOT will hold a public hearing – May 7, 2019
- After the public hearing TxDOT will make a recommendation to the TTC

### **STEP 3: *(Title 43, Texas Administrative Code, Section 26.13 and 26.14)***

- The TTC will consider official action on creation of the RMA

# Project Overview



- **Length:** 1.2 miles
- **Location:**  
On: University Drive (FM 60)  
From: Wellborn Road (FM 2154)  
To: Texas Avenue (BS 6-R)

# Project Overview

- Average daily traffic currently ranges from 45,000 to 50,000 vehicles per day
- Between 2003 and 2016, 26 vehicle/bicycle crashes and 32 vehicle/pedestrian crashes
- 14% of all bicycle crashes and 15% of all pedestrian crashes in College Station
- Northgate currently houses 5,000 residents with 13,500 expected at buildout



## Objectives:

- Eliminate the conflicts between bicyclists, pedestrians, and vehicles
- Provide connectivity to improve mobility

## Attention will be given to the following:

- Community Character
- Account for future population growth

## The resulting primary outcomes :

- Safety – Reduce vehicle, bicycle, and pedestrian conflict zones
- Mobility – Connectivity across the corridor
- Comfort – Vehicle, bicycle, and pedestrian pathways along the corridor
- Design – Functional and aesthetically pleasing

## Consistency with Local and State Transportation Plans:

- Included in the BCSMPO plan
- Consistent with the City of College Station's comprehensive plan
- Incorporates the Texas A&M University master plan
- Important component of TxDOT's safety targets



# Project Overview

## Project Development Process

The RMA would follow applicable environmental, right-of-way, and engineering requirements

### Environmental

- The environmental process would meet the requirements of 23 CFR 771.119 and TAC, Title 43, Part 1, Chapter 2 and follow the National Environmental Policy Act of 1969 (NEPA)
- Project development would incorporate the input and involvement of the public, resource agencies, interest groups, and local governments

### Right-of-way

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, commonly called the **Uniform Act**, is the primary law for acquisition and relocation activities on Federal or federally-assisted projects and programs.
- **State of Texas Landowner's Bill of Rights** prescribed by the Texas Legislature in Texas Government Code Sec. 402.031 and Chapter 21 of the Texas Property Code

### Design and Engineering

- TxDOT review and approval of design and construction plans are required

A large crowd of people is gathered in a conference room, facing a speaker at a podium. The room is filled with people, and the speaker is visible in the background. The text "Comment Period" is overlaid in large white letters on the image.

# Comment Period

# Public Comment Session

- Submit a Speaker Registration Card
- Limit your comments to 3 minutes
- Use the microphone
- State your name and whom you represent (if applicable)
- Unused time may not be given to another speaker



## Thank You For Your Participation!

Please remember to submit your comments on or before **Friday, May 17, 2019** to be included in the public hearing summary report.

- Written comments can be placed in the comment box
- E-Mail comments to: [Doug.Marino@txdot.gov](mailto:Doug.Marino@txdot.gov)
- Mail comments to: Doug Marino, P.E.  
TxDOT Bryan District  
2591 North Earl Rudder Freeway  
Bryan, TX 77803