

## Chapter 6: The Texas Metropolitan Mobility Plan (TMMP)

The Texas Metropolitan Mobility Plan (TMMP) is the result of the Texas Legislature’s HB 3588 (passed in 2003). The TMMP addresses a statewide initiative to quantify long-range needs within the larger metropolitan areas of the state and to develop a shorter range prioritized listing of projects aimed at improving mobility and air quality impacts as well as reducing traffic congestion. The TMMP is a state-based initiative that requires each of the eight (8) major metropolitan areas of Texas to develop locally conceived, comprehensive regional mobility plans to improve traffic flow. The metropolitan areas include Austin, Corpus Christi, El Paso, Hidalgo County, Houston-Galveston, Lubbock, North Central Texas (Dallas- Fort Worth), and San Antonio.

*Who is required to develop a TMMP?*

Historically, all of the major metropolitan areas across the state have encountered the problem of growth contrasted with the lack of adequate funding needed to increase the capacity of the transportation system, resulting in loss of productivity, air quality implications, increased costs for services and goods, and a diminished quality of life. In acknowledgement of this issue, the Texas Transportation Commission has indicated that it is time to change the way Texas plans, funds and delivers transportation systems in metropolitan areas. These individual plans will be implemented through a regional baseline allocation of Texas Department of Transportation’s Metropolitan Mobility Funds (Category 2) and locally generated “gap funding.” “Gap funds” can be derived from any locally generated source, such as tolls or a local option user fee. At present, the Hidalgo Metropolitan area has identified one toll feasible project which was adopted by the Transportation Policy Committee along with the TMMP. The identified toll feasible project, called the Pharr Connector is a 9.7 mile, limited access, \$150 million facility. At the present time, the HCMPO and Pharr District have obligated \$66 million to the project and believe the remainder is capable of being bonded for construction.

The HCMPO, like many other urbanized areas has come to realize that due to funding shortfalls and exceptional growth rates, the area can no longer consider

building its way out of congestion by adding capacity. This was recognized in the region when the HCMPO completed its second revision of the TMMP in July of 2006.

A funding gap of \$1.3 billion was identified for a time period of 22 years. The identified gap is the difference between what is needed in the planning area to eliminate congestion and what our Fiscally Constrained Plan of \$1.1 Billion purchases in mobility projects.

