

North Texas 2050 Action Package

Issue	Transportation	
Action Tool Title	Transportation Investment Boundary	
Description of the tool:	Transportation infrastructure funding prioritized to existing Urbanized Areas	
How Well Does It Work?		
How valuable is this tool? How important is its contribution to achieving North Texas' vision for the future?		
<p>Transportation Investment Boundary enables to prioritize or expend transportation funds within the boundaries located in the existing urbanized areas, which is very similar to the Return on Investment Scenario. As per the NCTCOG's transportation model for the alternative scenarios, the Return on Investment Scenario has the lowest average trip length, 13 percent lower than the Business As Usual Scenario due to the nature of concentrated growth in areas that are already developed. The Return on Investment needs 8 percent fewer lane miles and over 7 square miles less road pavement than the Business As Usual scenario. This scenario saves roadway paving equivalent to an area almost as large as the cities of Joshua or White Settlement. These reductions in infrastructure needs have large impacts on transportation funding. The Return on Investment scenario showed approximately \$6.9 billion in cost savings for required infrastructure needs.</p>		
How does it actually work?		
<p>State of Maryland and City of Portland are some of the examples of this policy. Maryland gradually implemented a strong growth management requirement over a period of several decades. The state requires that local governments implement land use policies and other strategies that limit urban sprawl with various punishments for locales that do not follow the requirements. The state also directs public spending to urban cores to discourage the expansion of urban areas. The original step in the process was land use policies adopted in 1973 for coastal areas related to the effort to restore Chesapeake Bay. Later statewide growth management laws proved ineffective as some local governments loosely enforced the law. The latest update of the law required cities to maintain acceptable levels of enforcement. Strategies</p> <ul style="list-style-type: none"> • State Law Mandating Growth Management • Direct State Infrastructure Spending to existing Urbanized Areas • Maryland purchased development rights from farmers. • Funded brownfield clean-ups. • Gave reduced-rate loans to people who bought a home close to work. • State tax credits for jobs created in existing Urbanized Areas. 		
What are the costs and who will they affect?	What are the benefits and who will they help?	
Suburban Cities may receive limited transportation funding from Federal and State transportation funds	Reduced urban sprawl	
	Decreased need for investment	
	Compact development patterns	

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What are the biggest stumbling blocks?	How can they be addressed?	
Opposition from some local governments	Other incentives to accept the regional policy Coordination with local governments	
Who Would be Responsible?		
Primary (lead) responsibility	NCTCOG	
Secondary responsibility	Local Governments	
Need for coordination	State and Local Governments	
How Should it be Funded?		
Primary (lead) responsibility	State and Local Government Funds	
Secondary responsibility		
How Does It Connect?		
What other VNT issues are helped by this tool?	Return on Investment	
What other VNT issues could be hurt by this tool?	Diverse, Distinct Communities	
How Should It Be Implemented?		
What will be done?	When will it happen?	
<ul style="list-style-type: none"> • First step for action • Following steps for action add additional steps as appropriate	Review State legislation for feasibility of this policy and draft policy Coordination with State and local governments A Regional Policy for Transportation Investment Boundary	
What Examples Can We Follow?		
North Texas Case Studies	"A Mixed Method Look at State Growth Management Policy" Michael E. Howell-Moroney, 2008.	
Other Texas Case Studies		
Other U.S. Case Studies		
Supporting Research	http://www.brookings.edu/~media/Files/rc/reports/2003/09metropolitanpolicy_mondale/200309_Fulton.pdf	
Related Information	http://www.cato.org/pubs/pas/pa-596.pdf	
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