

Bryan/College Station Metropolitan Planning Organization
MPO Joint Technical Advisory Committee/Active Transportation
Advisory Panel Meeting Minutes

January 18, 2018

Certification of Quorum:

The following TAC Members were present: Paul Kaspar, Chair, City of Bryan; Tim Lomax, Vice-Chair, TTI-TAMU; Jason Schubert, City of College Station; Prarthana Banerji, Brazos County; Allison Kurwitz, TxDOT; Bart Benthul, BCSMPO; and Dan Rudge, BCSMPO. A list of persons who attended is attached.

1. Welcome and open meeting

Paul Kaspar called to order the regular meeting of the MPO Technical Advisory Committee at 8:33 a.m. on January 18, 2018, in the Brazos Transit District Conference Room, 1759 North Earl Rudder Freeway, Bryan, TX. Introductions were made all around.

2. Minutes from December 21, 2017, Technical Advisory Committee (TAC) Meeting

Minutes from the December 21, 2017, Technical Advisory Committee Meeting were considered for adoption. A motion to approve the minutes was made by Tim Lomax. The motion was seconded by Jason Schubert. The minutes were approved by a unanimous vote.

3. University Drive Study Final Report

Because of the inclement weather and the consultant's confusion with the date, the final version of the University Drive Study was not received until yesterday. Mr. Rudge has a copy of an e-mail in which Mr. Lentz comments on each bullet point in the minutes from the last meeting. Mr. Lentz also addressed all comments given by Mr. Schubert after the last TAC meeting. Mr. Rudge suggested that since the TAC members needed time to review the document, possibly the best way to handle the situation would be to let the ATAP comment on the report and then prepare a doodle poll so TAC members can vote and the report can be moved on to the Policy Board. The results of the ATAP meeting and Doodle Poll would be out by Thursday of next week which would give everyone a full week plus a few days to review. Mr. Rudge will share Mr. Lentz's email with everyone which is a narrative of the changes. Mr. Kaspar asked if anyone was opposed to that plan or if anyone had further comments. Hearing none, the plan is to send out a Doodle Poll to TAC members for approval with everyone answering the poll no later than February 5th.

4. Adoption of MPO Safety Targets

The MPO is required under the FAST Act to set MPO safety targets. Mr. Rudge sent out handouts and had discussion with representatives of other MPOS at TEMPO, and it seems as though everyone he talked to is going with Option A. Option A would be to elect to support TxDOT's safety measures and to say that the Bryan/College Station MPO, as part of our planning process, will do what we can to support those measures. It would come out in the form of a resolution that says our MPO

supports the state safety targets and we pledge to work with the State DOT in helping them with their safety targets. The Metropolitan Transportation Plan already does scoring for all of the safety measures so the MPO has already met the requirements of working with the State DOT to help achieve their safety targets. Whether or not we can meet those targets is another question but not what is required. There was a lengthy discussion by TAC members regarding the possible reason for the targets, the use of Decision Lens, the possibility of higher numbers due to increased construction on major roads, and concern of what the actual targets are.

The MPO's targets are not annually assessed for significant progress toward meeting the target; however, the state targets are assessed annually. The targets would be used to put forth transportation projects that help meet those targets. If all of the MPOs in the state decide they are going to support the state safety targets, then the state reports to FHWA how well it's doing on an annual basis. Our homework is later down the road when we do the MTP because we'll have to include some kind of report in our MTP how we are doing locally against these targets that we're going to adopt. We also have to put a statement in the next TIP that the projects were selected in consideration of safety and in fact we used the following criteria to establish what we're putting in the TIP. When projects were selected for the last MTP, part of the score was for congestion, part of the score was for safety, and part of the score was for technical. We may have to put a little bit more weight on the safety side as opposed to saying all three are equal, but that discussion will happen as we move forward with the MTP. Dr. Lomax made the motion to support the state's targets on safety. The motion was seconded by Ms. Banerji. The motion was adopted by a unanimous vote.

5. Revisions to MPO's Top Five Unfunded/Underfunded Priority Projects

Because of discussion of new projects as well as changes to projects, there is a need to revisit the Top Five Unfunded/Underfunded Priority Projects and update the numbers. Mr. Rudge and Mr. Bohne spent some time going over numbers for the projects. The projects are the same; however, the numbers have been updated to show more realistic amounts and they both feel comfortable with the estimates. For design and right of way numbers, in some cases they used 10% of construction costs and in some cases they used 15% of construction costs. The total is \$1.8 billion. If approved by the TAC, the updated amounts will be presented to the Policy Board. The importance of the numbers being updated is to have accurate information to present for a future visit by a transportation commissioner as well as the Chamber's Federal Legislative Action Plan which is taken to Washington, D.C. and shared with our representatives. Tim Lomax made the motion to accept the fiscal revisions to the MPO's Top Five Unfunded/Underfunded Priority Projects listing. Jason Schubert seconded the motion. The motion passed by a unanimous vote.

6. Travel Demand Model Demographic TAZ Assignment

Bart Benthul presented the preliminary results of the 2045 Population and Employment Forecast for the 2012 Travel Demand Model. He asked each member to review the numbers for their jurisdiction and provide comments or corrections as they felt necessary. He also stated that he was available to assist in the review, or answer questions. The review process is being left up to the discretion of each individual jurisdiction. He asked that the results be returned to him by mid-February. At that time they will be combined into a single file and forwarded to TxDOT TP&P for their review and incorporation into the travel demand model update.

7. Staff Report

Board of Directors for Texas Innovation Alliance – Mr. Rudge was asked to be a member of the Board of Directors for the Texas Innovation Alliance. The Policy Board graciously gave their approval so he is now on the Board of Directors for the Texas Innovation Alliance.

Results of January 19 Human Service Agency Transportation Coordination Workshop – This item was erroneously put on the agenda ahead of schedule; however, Mr. Rudge reported on his expectations of the workshop. The workshop is tomorrow and he is expecting a small turnout. It is hoped they can identify some of the major funding issues that are prohibiting agencies from coordinating. Recently, they've learned there are several agencies that have moved away from using buses and vans because they can't fill them, and are now using cars which reduces the amount of available capacity.

Regional Bicycle Plan – The ATAP made their final corrections to the Regional Bicycle Plan. They will review this month and then it will come back to the TAC.

MTP Chapters and TAC Preference – Mr. Rudge suggested that as he finished writing chapters for the MTP, he would email them out to the TAC and then have workshops as needed after scheduled TAC meetings. The first few chapters are planning framework, demographic analysis, etc. which will probably not require a meeting. The deadline is December 2019 for completion. Mr. Kaspar pointed out that there would probably be some heavy lifting at some point and Mr. Rudge agreed.

As of right now, there is nothing that would require a TAC meeting in February. Ms. Kurwitz informed the TAC that for those who wanted to be involved in some discussion with the consultant for SH 6, it would not require a TAC meeting; however, it would probably involve some of the same people. The SH 6 meeting would be more of a workshop discussion and wouldn't have to fall on the third Thursday, but whenever the consultant can meet. Ms. Kurtwitz will be talking with the consultant again next week and they will decide on a date.

8. Agency Reports

TTI/TAMU – The streets around the MSC are currently being torn up and the traffic is disrupted. The City of College Station project along University Drive from Northgate to South College will be causing detours and lane closures for the rest of the calendar year. The City is funding the project, but the City has done a great job of involving expertise from all the stakeholders along the section. With the semester starting, there will be a lot of people moving around, so expect more congestion around campus for a couple of weeks.

TxDOT – There is a FM 158 public meeting coming up on February 8th. They will begin working on the AFA's for the TASA grant soon. Mr. Rudge reported that Leanna Sheppard of TxDOT has asked that the information for the two TASA projects be entered into the eSTIP system; however, the information cannot be added until Lori Morrel does something on her end to open the eSTIP to allow others to enter projects. Mr. Marino said they were polled a few weeks ago about whether there were any projects statewide for the February STIP revision and if it would affect any lettings. This leads him to believe they are considering not having a February STIP revision so this is possible the reason it has not been updated and will not allow the entry of the TASA projects into the eSTIP

system. Mr. Rudge explained that TP&P is pressuring the MPO to make sure it gets into the February UTP update. Mr. Marino said it could also be a lower level technical issue and he would see what he could find out. The 249 project is out of our boundaries, but there is a public meeting tonight at Navasota Junior High School. It has been decided that 249 will not be a toll road in Grimes County, so because of that the design changed a little. Since it will no longer be controlled access, frontage roads will not be necessary. It will look more like a traditional FM road instead of a Super Two. There will not be any passing lanes but they are still going to acquire enough right-of-way to plan for higher traffic demand in the future. Because 249 feeds into 105, they will investigate the widening of 105 from 249 to SH 6 further down the road. There is a list of meetings published for the High Speed Rail with meetings being held in Navasota and Madisonville. Mr. Rudge and Dr. Christiansen are planning on attending the meeting on February 7th in Navasota. TxDOT will have people attend at least two of the meetings to observe and relay information.

Brazos County – They are at about 30% design delivery on Goodson Bend and once they start progressing further, will get with TxDOT on the SH 47 intersection to see if any permits are needed and share what the plan is. The Arrington Road project is also at about 30% design. After the review of the 30%, a public meeting will be held in March or April. The county is working with TxDOT to regulate the pit next to McAlister Lane. Brazos County has signed a design/build contract which was approved last week in Commissioner’s County. Construction will begin on the project at the end of February or early March.

College Station – The city has a project to install a traffic signal at Arrington Road and Greens Prairie which is in the Caprock Crossing area. The vendor that was planned to supply the poles went out of business at the end of the year and that has delayed the project. The city has been working on a project with TxDOT for Texas Avenue designing the medians between FM 2818 and Deacon for Highway 6. As part and in conjunction with the project, the city will be installing a signal at the full median break at Brothers Boulevard. They have the funds and will be designing the project this year and installing at the end of the year. Troy Rother is in traffic engineering and has three professional staff work on the engineering side. He is hiring James Robertson’s replacement who should begin in early February.

Bryan – Regarding the FM 158 project, there was a property owner meeting yesterday where they invited property owners on the corridor and had a really good turnout. They have had approximately eight hours of meeting time so far and received all positive input. They are waiting to see how the first public meeting goes. If you want to get out and see projects on the Local Area Traffic Management (LATM) under construction, there is one being built right now on Broadmoor. They are building a number of splitter islands, mini roundabouts and other things on Broadmoor as part of last year’s traffic management program aimed at speed reduction. There are new speed humps on Barak Lane going away from the high school. There will be a meeting in February with Union Pacific to discuss Groesbeck as part of the quiet zone project. It is hoped that a decision will be made so the project can move forward again. South College is still torn up, but is gradually getting put back together in pieces. A number of sections have already been poured and they are getting to the point where utility construction should be wrapping up over the next month. It is hoped to complete that project in the middle of the year, but it could struggle on until the end of the calendar year. It is hoped it will be finished by football season; however, it is possible that will not happen. Dr. Lomax commented that he would like to have a conversation about pushing more traffic towards Bryan through that corridor. The city is waiting on the Advanced Funding Agreements to move the TASA projects forward. The city will have more public meetings regarding

drainage and is kicking off their annual five-year flood mitigation plan which does involve streets. There should be plenty of advertisement over the next three months if anyone wants to get involved. It is slated to be finished by May so it will be a quick process.

9. Future Activities

The Texas Innovation Alliance Data Challenge and Collaboration meeting is February 12-13. In looking at the agenda it doesn't look like there is a lot of need for a lot of our team members to attend so we're going to talk about that in the workshop right after this meeting and figure out what everybody feels is important. The next Policy Board meeting is on February 7th and Bob Brydia, is presenting to the Policy Board on the autonomous vehicle test that they've been doing at Texas A&M. Jason asked if Halff Associates will be at the Policy Board meeting. Dan said yes because of the mix-up on the dates, they have decided to do a pro bono presentation to the Policy Board on the University Drive study at the February meeting if we approve that. Paul stated that we should be thinking of Policy Board speakers for the spring. It was said that the lady that is running the SH 36A project was impressed that folks from Brazos County came down to see her presentation and she would be happy to present to our Policy Board.

10. Adjourn

The meeting was adjourned at 9:36 a.m.

W Paul Kasper
Technical Advisory Committee Chair/Vice-Chair
Bryan-College Station
Metropolitan Planning Organization

2/15/18
Date

ATTEST:
Daniel Rudge
Dan Rudge - BCSMPO