

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

April 19, 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; Doug Marino, TxDOT; Sarah Santoy, Brazos Transit District; 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 8:31 a.m. on April 19, 2018, in the Brazos Transit District Conference Room, 1759 North Earl Rudder Freeway, Bryan, TX. Introductions were made all around.

2. Minutes from March 15, 2018, Technical Advisory Committee (TAC) Meeting

Minutes from the March 15, 2018, Technical Advisory Committee Meeting were considered for adoption. A motion to approve the minutes was made by Jason Schubert. The motion was seconded by Prarthana Banerji. The minutes were approved by a unanimous vote.

3. Regional Mobility Authority Recommendation

Doug Bramwell of Jones Carter and Dennis Christiansen have been leading the charge with us on the Regional Mobility Authority. The agenda stated that action was requested today; however, that was an error. The purpose of today's item is to get the issues on the table and have good discussion about concerns.

About a year ago, Dr. Christiansen was asked to help create a transportation leadership group for lack of a better name. According to TTI data and depending on the year, traffic congestion in this area is growing at the rate of 6% a year, and it doubles every twelve years. College Station conducted a survey about three years ago and the results showed that citizens believe traffic is the number one problem in College Station. There is congestion on Rudder Freeway and FM 2818 now that was not a problem five years ago. It was the unanimous opinion of the leadership group that transportation is the number one, or among, the top priorities. There is agreement that we need to maintain quality of life and economic competitiveness. Looking at Austin as an example, our community is where Austin was about 25 years ago. At that time, Austin decided they weren't going to do much of anything and if they didn't build it they wouldn't come which didn't work. Bryan/College Station needs to take a hard look at where we want to be mobility wise, how much it will cost, where we will find the money, and how we move forward to recognize that good mobility is important in the area. And at the same time, you can look at the budgets of the cities and the county and there just isn't a lot of flexibility in those budgets, so there are a lot of unmet needs. The Thoroughfare Plan that was adopted revealed we are looking at billions of dollars of unfunded infrastructure needs in Brazos County which cannot be solved from the city and county budgets.

Part of the charge of this transportation leadership group was to look at other ways that funds could be generated and how those funds might be applied to the community.

About six months ago, the idea of Regional Mobility Authorities was discussed. Even though several members thought they knew what an RMA was, there were misconceptions and additional information that was not known. We created a working group composed of members from all entities, and spent five to six hours discussing what a RMA was, what questions still needed to be answered, and how or if to move forward. It was decided to convene the leadership group and present it to them to see what type of reaction was received. From that meeting, there was a good deal of interest and a desire to get out and talk to all the entities, answer questions, and see where it goes.

Brazos County would have to take the initiative to form an RMA. Understandably, the county does not want to move forward unless they have active support from all the key partners in the community which would certainly include both cities, the university, the MPO, and others. The first meeting held after the leadership group meeting was in a workshop session with the Brazos County Commissioner's Court. It was received well and The Eagle covered it and did a pretty good job. From there, they met with the College Station City Council Transportation Committee where it was also received well. At that meeting, they recommended we take it to the College Station City Council in a workshop session and they are on the agenda for next week. They also set up a meeting with key staff at the City of Bryan and began to answer their questions. Subsequently, they had a lunch meeting with the Mayor of Bryan and discussed it in more detail. There was possibly some interest in the City of Bryan in taking this to their city council as a workshop item but has not been scheduled at this time. They are currently working on setting up a meeting at the chancellor's office to talk to the leadership of the A&M System to answer their questions.

Dr. Christiansen's opinion is that the main focus should be there is a tool out there called a Regional Mobility Authority, that if you create that tool it gives you the opportunity to do a lot of stuff in a lot of different modes of transportation. The debate and discussion should be on if we want to create this tool and if so, what is the easiest way to create it. Most of the RMAs in Texas, not all, have been created to develop toll facilities. Currently, toll facilities are not politically acceptable so any alternative that is proposed to TxDOT is dead on arrival if it is based on using tolls. If we decided that the RMA a tool that has potential, it will take a six to twelve month process of working with TxDOT bureaucracy to get it created.

Another issue is that you must include a project in the application that is submitted to TxDOT. Once the RMA is created, you can do any other project that falls under the purview of the RMA. The University Drive project is a project that checks all of the right boxes on the TxDOT score card. It has safety, mobility, economic development, and it's the result of an MPO study endorsed and accepted by the MPO. A follow-on study has been committed to which will have the joint funding of the Texas A&M System and TxDOT and the consultant procurement process is currently underway. This doesn't mean this is the only or best project, but it is a project that is perfect for the application process. Dr. Christiansen would like the TAC to discuss whether or not this is something we want to do, and if so, what is the right time to ask the TAC to take action. His feeling is that input is needed from a higher level of the cities and Texas A&M before any action is taken, but now is a good time to have the discussion.

Commissioner Berry commented that she felt an RMA is a tool the community needs that can make many things happen including parking garages, rail, or any type of project to enhance our transportation system here in the Brazos Valley.

Doug Bramwell, P.E. RLPS, with Jones/Carter gave a presentation on what an RMA is and how one is created.

- Congestion and travel times on our existing roads is increasing and levels of service are decreasing. A Regional Mobility Authority could help solve some transportation problems.
- An RMA is a county-wide interlocal government agency (political subdivision). It is regionally focused transportation development/implementation entity. The RMA works with the local TxDOT District so it is a “TxDOT district within a TxDOT district”.
- The Bryan TxDOT District is composed of ten counties. Four of those counties have an interstate running through them. Three of those counties rank in the bottom 50% for population in Texas so they are considered rural. Brazos County is ranked in the top 10% for population in Texas. In fact, according to 2015 statistics, Brazos County has more people living in it than the other nine counties combined.
- In the FY 2017 TxDOT budget, 45% was used for construction and 55% for maintenance. Since there is an interstate through the Bryan District but not through Brazos County and they must take care of that interstate, Brazos County is getting just a fraction of the district’s funding. In other words, there is a lot of demand on TxDOT resources and a lot of places that need it.
- TxDOT is responsible for 7,700 square miles in these ten counties and if created, the RMA funding as a TxDOT district within a district would only be responsible for the 591 square miles in Brazos County.
- An RMA has no taxing authority.
- An RMA has powers of Eminent Domain.
- An RMA is not limited to only roadways. RMA projects could include roadways, airport/aviation facilities, pedestrian/bike facilities, public utility facilities, transit systems/public transportation, parking facilities, toll roadways, rail, bridges, ferries.
- An RMA encourages local control of building and operating transportation facilities within the region.
- Other counties can be added after creation.
- Projects could extend into adjacent counties.

How is an RMA created:

- The county’s commissioner’s court must authorize the creation of the RMA.
- Petition for creating an RMA is prepared and submitted to Texas Transportation Commission (TTC). This petition must show the benefit to the region, and of the state for the “increase of their commerce and prosperity, and for the health, living conditions, and public safety.”
- The petition is then reviewed by the TTC and TxDOT.
- After successful review, the TTC will issue a minute order creating the RMA.
- The county accepts the TTC minute order and creates the RMA Board which is comprised of an odd number of directors, appointed by the Commissioner’s Court; presiding officer, appointed by the governor. Disqualifications for serving: elected officials, non-residents, TxDOT employees, any government employees (city, county, TAMU), property owners who’s land may be acquired.

Why create an RMA?

- No cost to the county for creation.
- Obtaining a tool which can help solve some of our transportation problems.
- Demonstrates that Brazos County is proactive, organized, and engaged in solving transportation issues.
- Local control; commissioner's court decides on how to comprise the board.
- Not a taxing authority.
- Allows for the opportunity to increase funding for construction.
- Takes the lead to complete a project.
- Can complete many types of projects.
- Works collaboratively.

After the presentation, there were questions and discussion.

Q: How do you manage the expectation that this is the project you're going to do. Also, I am presuming that an RMA has overhead, office space, staff, vehicles, and it seems like from what you've discussed it's in the implementation business, is it in the operations and maintenance business as well?

A: Yes, it is. Just having it is an advantage even if it doesn't do anything. It is not a risk or cost to any government entity involved in the process to make it happen. All the other RMAs that have been created in the state have, after being created, turned around and gone back to TxDOT and asked for an RMA grant for start-up costs and TxDOT has approved those grants in all cases. Although that does not guarantee they are going to approve this one, all historical data shows that it is likely. The consultant work on University is probably a three-year process by the time you procure the consultant and finish the study. I would think you go to TxDOT after you create this and you ask for \$500,000-\$750,000 for three years to pay a director, assistant, office space, computers, legal help, consulting, etc. The assumption based on historical data is that TxDOT will fund those costs and help you make it happen. I think your question on perception of priority is a good question because this circular loop keeps coming back to why did we select University Drive as a project, and the answer is it is the easiest one to sell. The project checks all the right boxes so to speak, so you can move the process forward. The project is not the highest priority in the MPO plan, but some of the other projects you may have a hard time identifying. The RMA is involved to be creative in finding how you fund something. For example, Rudder Freeway is desperately in need of something, but it's a TxDOT project. You need the RMA when you've got to get innovative in how you find money and how you put it together. I think we ought to know also that Lance Simmons has probably been the biggest advocate of doing this. Strong support from TxDOT and the MPO, and for the RMA to be successful it must work closely with the MPO and TxDOT to make it all happen. If you are sitting in Austin right now with TxDOT, and the Commissioner's have a lot of money right now that they can spend, you look at the Bryan District and you see it as one big rural district with no problems. If you can create an RMA that shows that something is going on in this district, that's not rural, and if you ask TxDOT to give you \$500 million in additional money, it helps you to be able to say we are doing everything we can do locally to solve our problems including creating an RMA. We've talked with Senator Schwertner and our two state reps and they are totally support of doing it. I understand that there are \$2-\$3 billion dollars in road projects to be done and you have \$13 million a year to build them. We are going to find some innovative ways of bringing other funding, and the RMA creates that opportunity.

Q: So you mentioned establishment of an RMA, you'd go for a TxDOT grant. Once you decide to create the RMA and petition the state, if you didn't get the grant for the start-up costs, is there an obligation that you have to hire the director and have a performance measure(s), or can it just kind of sit stagnant for a period of time?

A: You can just say you've got an RMA. It would essentially be a paper district.

Q: Was there a performance matrix that you have to produce annual reports? Who will produce those annual reports if there is not a staff?

A: You produce the annual reports, but the quality and the depth of the annual reports varies substantially and there are several RMAs in Texas that really aren't doing anything.

Q: So if TxDOT gives you a start-up grant for the first three years, how does the funding then work perpetually? Can they go back and ask for more funding or is the idea that it is self-supporting? How do the other RMAs work?

A: One of the intended purposes of an RMA is to develop a project that is going to have some sustained on-going funding associated with it which you could use for other projects. Harris County Toll Road Authority has billions in toll road revenue that they use to provide county roads. If you build a project that has a revenue stream, that's one way to pay for it. Otherwise, you can go back and negotiate with TxDOT, or you may have demonstrated that the RMA has enough going on that minimal expenses would be picked up by local government because of what is being accomplished. I think you can get through the first three or four years with TxDOT funding, and at that point toll roads might be back in vogue. Locally, there is a long discussion we need on toll roads if we propose one. There's a lot of things out there that we might be able to do.

Q: Once you have an RMA, is there typically RMA representation on the TAC and Policy Board?

A: That's typically what's done. I think it might be appropriate that the RMA starts out being a member of the TAC, and then sometime in the future Dan and his board can decide if they are doing enough to warrant a higher stature in the process or not. The good thing is that it is a locally controlled, locally appointed board. The chairman is appointed by the governor so hopefully that is someone that has the governor's ear and that could potentially be very helpful.

Q: Do the existing RMAs go through some sort of review period or is it created forever once you start it? Does it have a sunset provision in the creation or how does that typically work?

A: Most of the RMAs in the State of Texas have done pretty close to nothing. One of the first RMAs was developed in Tyler to build a toll road around Tyler. They built a two-lane toll facility around Tyler, put in the toll collecting equipment, and they collected enough money to pay for the toll collecting equipment. They went back to TxDOT and convinced TxDOT that if they extended the road further, they would probably make money. TxDOT gave them more money to extend the road further, and then they still barely collected the cost of collecting the tolls. TxDOT forgave \$100 million in debt. Central Texas Regional Mobility Authority is by far the most active RMA in the state. San Antonio and the RMAs in the valley, additional registration fees were authorized in those counties of \$10 per vehicle. Those funds go to the county, and the county then passes them through to the RMA. In San Antonio, that is essentially the entire budget they are working from.

CTRM needed funds to start up their MOPAC Managed Lanes Project and there was leftover federal money that came to the region, but you must have a shovel ready project to receive it and that was

the only shovel ready project in the region. Instead of losing the funds, they worked a deal among the regional partners that the RMA would receive the funds, and then fund with the return investment a regional mobility bank so the local partners got their money later. So basically they got to spend the same amount of money twice which was pretty clever. They do, however, have a revenue stream from a toll facility.

That example illustrates the benefit of having a flexible entity that can move and is fairly nimble. Mr. Nichols indicated that he had listened to this presentation and has been involved in the discussion. He believes also that it is all about enhancing visibility for Brazos County at the state level and leveraging what we have to receive a higher priority for allocation of TxDOT funds. We are viewed as a rural district with no reason to look at it otherwise unless we have a big node in the middle that can be seen from Austin and that is what an RMA does for us. Mr. Simmons is very much behind this because he sees an opportunity to leverage their funds and get more visibility in Austin to get things moving here in his region, specifically in Brazos County.

Q: There are many different revenue sources which could come into the RMA which is one of the appealing things about it. You mentioned a county-wide registrations fee. When you do something that is county-wide in the funding stream, if there was a way to specify in the RMA that those kinds of funds should go to a truly regional project rather than one in a specific city.

A: The decision to add \$10 to the registration fee would be a “county” decision, and not an RMA decision. For the counties that have that in place, the funds were passed to the RMA and was part of the RMA. County Commissioner’s would have to weight all those considerations that you mentioned which is a good thing about local control. They would need to be politically sensitive and understand that there are multiple jurisdictions here that all have to be involved and supportive. Commissioner Berry pointed out that federal highway funds are also available.

Q: Sometimes Houston can’t get their projects ready and expend their funds, and then maybe TxDOT could go after some of those funds. I wasn’t really sure how the creation of the RMA or how having an RMA puts you one step up.

A: The visibility part of it does, but you also have the opportunity that you can then be using those funds to leverage other funds which makes the pitch more sellable. If you look at the recent Federal Transportation Bill, there is reason to think there is going to be a meaningful amount of additional funding coming to the State of Texas. I think that the question should be what does the Bryan District and Brazos County have to do to position us to get as much of that money as possible. If you look at what TxDOT is doing right now, every dollar is going to Houston, Dallas, San Antonio, and Austin. We are getting a few million bucks sprinkled on us, but we’re not getting the kind of money that TxDOT has to spend.

Mr. Marino said from a TxDOT standpoint, he would echo that their District Engineer, Lance Simmons, has said that they are in support of any tool that can bring additional funds to the area. With what was described today about what a RMA does, he would be in full support of anybody, including this group, that wants to put an RMA together, and they are on board with that. On the funding side, there isn’t a bank account sitting there with extra funds that would immediately come to an RMA. Any savvy RMA leadership that can dig through different potential sources that may be out there, who knows what it may bring. That definitely raises the possibility of getting funds that wouldn’t be there if an RMA didn’t exist. There isn’t a dedicated source for an RMA, like the MPO has a dedicated source of funds through TxDOT funding sources, but that doesn’t mean that many other sources of funds can’t be found.

Mr. Rudge reported that one of the biggest pots of money is the Category 12 funds, which are funds that are distributed at the discretion of the Texas Transportation Commission. If you have an RMA that has the ear of the governor and you have a project, that kind of filters down to the Texas Transportation Commission, and suddenly there is the opportunity for those Category 12 funds they are sitting on. Dr. Christiansen remind everyone that you have to be cognizant of taking advantage of political opportunities that you may have and take advantage of them.

Q: Generally, I think for transportation all hands on deck is a good way to have all the tools in the toolbox. Kind of curious as far as organizations and local control, MPOS are like the regional planning authority. The RMA you said may be the regional transportation implementation authority, so that's good. The MPO's TAC and the Policy Board are made up of agency members that basically have a vote directly, and the RMA is actually specifically prohibiting of that. The County Commissioner's Court appoints the number of individuals that are not related to anybody that is actually participating in the processes. I don't know the background of why this is the case. If it's similar and like an implementation authority, why isn't the makeup consistent.

A: One is federal and one is state. It is hard to speculate why the Texas Legislature set it up the way they did. You've got to assume that the County Commissioner's Court, when they set it up, will use a similar strategy as was used to set up the MPO Board. When the cities weigh in on recommendations to the board, that will be the best input the county is going to get in deciding who is on the board. Mr. Rudge pointed out that the MPO follows federal law which mandates that it must be elected officials on the Policy Board or their appointee. The RMA is a State of Texas creation, so they were the ones that established the rules for who gets to serve.

Q: You mentioned earlier that there are RMAs which are not functional at this point in the state. It sounds like a great tool and it provides so much access to funding. What went wrong with those RMAs? Do they not have the same amount of access or do they not have projects? Where did they fail that caused them not to be functional anymore?

A: The inherent problem of RMAs that will happen here also, is they are identified with toll facilities. They can do numerous things other than toll facilities. Toll facilities are controversial so you can be assured that if you propose a toll facility in Bryan/College Station there is going to be opposition to it. And a lot of these projects have fallen into the "we don't want to do toll roads" category. El Paso built a toll road out of their RMA money and their state legislature now has them taking the toll road out and paying for it otherwise. The association with tolls and reaction to tolls has caused a lot of things to not happen. Austin is now on approximately their tenth project in the process.

Q: In the original creation, you could give a list of projects? Is there any advantage to putting in more than one? Does it look better to have more than one project when you create the RMA to show the need you know is there?

A: You can put in a list. The only disadvantage is you've got to be prepared to say how you're going to pay for them without tolls, because you will be asked that question. There are a number of projects that if you put them on the list, toll roads would be the only viable way to fund them.

Q: In looking at the different RMAs that have been formed, but notably not Harris County or the Dallas/Fort Worth area. Is this because of their population or where they have toll authorities that are their mechanisms?

A: There is no population requirement for an RMA. A county toll road authority has the requirement of one million.

Q: Is it the tolls that people see as in throwing the tolls in the basket? In Washington County they did pass through tolls where an agreement was done to use Washington County Bonding Authority. Motorists on that road never even know they are on a toll road, but portions of 290 in Washington County are technically a toll road where TxDOT pays the tolls every year. I wonder if that could be a mechanism for the RMA?

A: I don't believe that's not an option anymore. TxDOT figured out that didn't generate any new transportation dollars in the process. But any tool that you can put together that makes sense and can get you something you want is the way to go do it.

Q: Has the development agreements between TxDOT and private companies to do the big road swap after thirty years gone by the wayside as well, or could an RMA enter into any comprehensive development agreements that way? If so, could an RMA get involved to contract for that?

A: Under currently policy and current law nobody is doing those because of tolls. It is a local option that you could have Cintra come in and assume the risk and build the project. The advantage of that is that somebody else assumes the risk and somebody else builds the project. The disadvantage is that somebody else then gets the revenue stream going forward. It would be a local political decision. An RMA could hire Cintra to come and build a toll road here.

Q: Could a strategy be that the presence of the RMA might accelerate the development of I-14 and get us that interstate that we don't have and desperately need?

A: Yes, it could. If you build I-14, you need to make a connection from where it turns out on Highway 30 down to Highway 6 South and that will not be part of I-14. That could be a toll facility to make that connection. There are lots of things that can at least be considered, and then you go through and decide if you want to do it or not. Mr. Kaspar pointed out this type of regional project would gain complete support, especially considering a county-wide fund-raising source such as additional registration fees.

Mr. Christiansen pointed out that if he were a City of Bryan official, I would not look at this as a sell University Drive concept. I would look at this as University Drive is in there because it gets the RMA approved more quickly. The RMA may be a tool to get the roads built around RELLIS, and interchanges and facilities in Bryan that right now don't have any funding.

Mr. Parks stated he thought this would be a great idea. Having local control is the perfect marriage between the MPO as the planner and the RMA as the doer. If those two independent boards can always maintain a great relationship, then it will be a great thing. It can really enhance what we are doing here.

4. Roadway System Performance (PM 3) Target Setting

Mr. Rudge gave a presentation on Roadway System Performance (PM3) target setting, explaining the TTI target values, and what values could and could not be changed.

After the presentation and discussion, the TAC made the following amendments:

- Modified growth rate to 5%;
- Decided all barely good VMT would become unreliable;
- The above amendment changed reliable VMT to 94% in 2020 and 92% in 2022;
- This changed the TTI target to 87% and 83% respectively; and
- Revised to final of 87% and 83%.

5. Staff Report

Texas Innovation Alliance Team Submissions – We were asked to submit projects to the Texas Innovation Alliance and we kept the same ones that we’ve always had which were Make Every Day a Game Day, the coordination of human service transportation, and the regional mobility symposium. This time, the teams were told that in November, they are going to try and convince the Texas Transportation Commission to actually fund some of the projects that are available. With the assistance of Katie Turnbull and Tim Lomax, we took the Make Every Day a Game Day and actually put in a request for funding. If you look at the particulars, we have in there \$3 million to buy shuttles, \$800,000 to install cameras and sensors for forty intersections, and a request for another \$400,000 to develop a real-time multi-model app similar to Destination Aggeland, but one that would work for every day of the week. People could check their smart phone before they left for their destination to find out which roadways are and are not congested, and what weather conditions might affect the performance of the network. Adding up all the numbers, the project cost would be approximately \$4.2 million. There is a \$4.4 million from TxDOT and a \$600,000 match as the local contribution primarily from TTI (as a way to make sure that we do our research and performance measures and to check how effective what we’re doing is working locally). It was an opportunity to submit for funding and they only gave us a week to turn it around but we got it finished. We were the only team to actually submit by the deadline, so they extended it another week. Darren Anderson is taking all of the submissions to the Texas Transportation Commission and will provide us feedback as we move forward. The funds would not be available and the announcements not made until the next Texas Innovation Alliance Summit which is going to be in Arlington in October or November.

TAZ Population and Employment Reassignment – Bryan has been finished and Mr. Rudge thanked them for all of the time and effort they put into getting it done. There is only one entity outstanding. Mr. Rudge offered for he and Bart to come and sit down with whoever needed it, and offered to help work through the process. Mr. Kaspar said it was helpful to have MPO staff help to keep them focused and out of the weeds.

University Drive Concept Phase II – Lance Simmons confirmed there is an agreement between TxDOT and Texas A&M System. Mr. Simmons said he will move forward with the process and not wait for the Texas A&M System funds to come to TxDOT in order to get started. Mr. Rudge provided a preliminary Phase Two RFQ document to Mr. Simmons which will be the first step to get it moving. Mr. Marino said that is something he would be handling moving forward and asked Mr. Rudge to copy him on any communication to make sure he doesn’t miss something he should be doing.

Regional Bicycle and Pedestrian Master Concept – The TAC made comments back to the ATAP and they’ve made their changes. The MPO will process them and possibly bring them back to the TAC at

the end of the month. We would possibly have a joint meeting in May with the ATAP to go over the Bicycle and Pedestrian Concept to get your final comments and approval.

FY 2019-FY 2020 Transportation Improvement Program (TIP) – At the last TAC meeting, the FY 2019-2020 Transportation Improvement Program was approved. I opened up the comment period for 45 days. To date we have received zero comments.

Regional Mobility Survey – Our website is not able to do a fillable pdf file so that people could take the regional congestion survey in that manner. We have created the survey and it was sent to some of you. Mr. Rudge asked those who had taken it if they were comfortable with how it looked? Dr. Lomax said yes and Mr. Lange said it was easy. Mr. Marino thought it worked, but it would be nice when you have the question, to still see all the information on the same page. Mr. Rudge explained that we were very limited in how it could be set up. To purchase the Civic Engage module to give us that ability would cost approximately \$5,000 per year. Currently, when the survey opens, it opens in a separate page so you can view both pages. Mr. Rudge said the next step would be to come around and ask that all of our entities put a link to the survey on their website so that we can get it out to the public. Once you have taken it, the IP address is captured so you can't take the survey again from the same computer. Once you vote, the results are displayed in real time how everybody is voting.

6. Agency Reports

TTI/TAMU – Some of the partners were brought together a few days ago to talk about the dockless bike share program, ofo. The program has been operating since the last day of February which is about seven weeks, and so far there have been a little over 120,000 rides with only 850 bikes during the pilot period. There are approximately 3,000 rides per day. There was a free period until the end of March, and when it ended there were about 6,000 registered users. The user number has doubled since the free period ended and continues to grow. They are dealing with some issues, but estimated that only about 2% of the rides are bad actors where they are leaving bikes in inappropriate locations. ofo staff and Mr. Lange's staff are picking up bikes, and ofo has added a couple of people to help with the bike clean up. They are trying to manage it as best they can to try and get the bad actors to behave better. Some things inside the ofo app include a point system, but a lot of the bad action they are seeing is related to where people want to go and demand related. They are seeing bikes in the southside neighborhood and then on Eastgate where people want to take the bikes back toward some of the single-family areas, and not just in the high-density areas. There are several apartment complexes that have been added to the geo fence including Park West, and Northpoint Crossing. Northpoint Crossing has a problem with clutter and theft, so they're going to offer a rent credit to any of the residents that sign up for ofo to encourage them to not bring their own bike. There is a lot of dockless bike share information in the media and online news feed that is popping up quite regularly. There was a nice article yesterday regarding Charlotte, North Carolina, who is three quarters of the way through their pilot program. A&M is prepared to have several thousand bikes on campus in the fall.

The Barbara Bush internment is on Saturday. There are also two Musters on Saturday: one is at Reed Arena and the other one at the MSC. The change with Muster is that Muster starts at 7 p.m. and typically the doors open at 5 p.m. The doors will not be open until 6 p.m. so they are asking Muster attendees to not come until 6 p.m. to give an extra time buffer. George Bush Drive between Penberthy and FM 2818 will be closed from Noon to 4 p.m., and will reopen and be ready

for Muster traffic. Texas Avenue and George Bush Drive are going to be heavily affected. Mr. Schubert reported the City would be shutting down Highway 6 South at Business 6. They do not want people on the overpasses so Rock Prairie and the southbound ramp will be closed for a time as well.

A Thursday football game is on the schedule for August 30 and A&M will still have classes so it will be like two typical days in one. Dr. Christiansen asked how they would handle parking when faculty, staff, and students need the parking and the 12th Man Foundation sold them to someone else? There will be an early release at noon so a lot of the staff and faculty will be gone. And there will be different parking rules for some lots, especially near Kyle Field. We will ask football fans to come to campus a little later in the day than they might otherwise. Dr. Lomax explained that they are affecting about 12% of the space-hours of the day. If you are in that 12%, you will be affected, but most of campus will be able to go to their offices, labs and classrooms with few changes. It would help on the transportation side if we can get people to come to campus with their game day stuff. We're looking at using maybe an MSC Ballroom or Rudder Tower room as a giant locker so you can bring your game day clothes and leave your books during the game. The class schedules show a big drop off in class enrollment after the 3:30 block, and then another very big one after 5 o'clock.

TxDOT – The current x-ramp project is scheduled to wrap up in May as long as there are no weather delays. TxDOT is considering a change order to add another ramp. The current exit ramp near the TxDOT office is rarely used. They are considering switching that ramp to an on-ramp because TxDOT cannot fit equipment on trucks underneath the bridge at Woodville which causes many issues. This would also move traffic that has increased due to the DPS Office and TxDOT away from the residential section on the frontage road.

There are two projects that will let in June that are outside of the Brazos County, but have an impact. They are rehabbing OSR in Madison County and as part of that there will be road closures. Google maps will send you down Highway 21 and then up 39 to OSR when routing a trip to Dallas. For a time, taking that right onto OSR will be blocked starting this fall for close to two years. There will be different phases and sections of that stretch between the Brazos and Madison County line to six miles east of Normangee will be closed while they reconstruct the pavement and replace six bridges along that stretch. Since this project will likely shift traffic over to Brazos county roads, TxDOT will coordinate with Brazos County on this project as well.

The following summer, TxDOT will do a similar project in Brazos County that will start at the Brazos/Madison county line, all the way west to FM 1687/Sandy Point Road. It is hoped that there will be more room so the entire roadway won't need to be closed, but possibly in the eastern section of that project, they will have to do the same thing as in Madison County.

In Robertson County on Highway 6 from the Brazos/Robertson County line, TxDOT is going to do an overlay to replace the friction course hot mix all the way through Hearne to the north side of Hearne. As part of the project, they will be adding some right turn acceleration and deceleration lanes at a number of locations and a left turn lane at Old Bryan Highway so there will be some pavement widening work. When it's finished, they will replace the PFC overlay.

The DDI project is a little behind schedule because of some utility issues. There are also a couple of issues on the plan set design. The big picture is there will be a shift on phasing. The idea is to try

and speed up the construction; however, they will need to close ramps. There are also some grade differentials on the north side that will prevent them from building what was designed. Between now and the first week in June, they would work on the southeast quadrant and put that ramp close to the final configuration without closures. After the first week in June, they would move to the north side and close both north side ramps at the same time to rebuild them into the final configuration which would be seven or eight feet up in some places. They would also complete the transitions to FM 2818 which would eliminate joints in the wheel paths and the final pavement will be in much better shape when they are finished so it will last longer. Then they would move to the southwest corner and do the same thing which would be to close the entire ramp quadrant and build the final design. The goal is to get all of these ramps built before fall semester starts so that we could transition to the actual DDI operation before the fall semester starts. There will still be a lot of work to do, but with temporary signals in place, it would allow people to understand what they are trying to do which would be better than starting the fall semester with one configuration and then changing it three or four weeks after the semester starts.

One advantage of making these changes is that it would shorten the overall time of the project because there will be a lot more work done in a short period of time. The negative would be that it has a larger impact on traffic. They would have to assign some significant detours but they do not currently have any lengths, but will keep the traffic on the state system. The time estimated for the two north ramps to be closed would be two months. They requested that the TAC give any feedback they had with regard to the changes in the project and traffic detours.

They have been working with various stakeholders on what can be done to get the roadways around RELLIS Campus improved as best they can between now and the start of the fall semester. There will be 1,200+ students attending class at RELLIS in the fall. After today's TAC Meeting, there will be a workshop to discuss this topic.

Mr. Marino is still waiting to hear planning target updates. Because TxDOT receives funding now with Proposition One and Proposition Seven, they don't receive funds every month like in the past with the gas tax. They still do receive the gas tax; however, Proposition One and Proposition Seven is a one-time payment every year. They have to predict what that amount is going to be every year going forward, and they have decided to do that on a ten year basis. The Category Two MPO projects have funds reserved, but the funds are not technically tied to each project. Because of this, projections change every year and they update their planning targets. The impact for TxDOT could be more or less funding as a planning target they can assign to projects. Potentially, as a result, the TAC could have to make a decision on how we want to apply that money in our ten-year plan. As soon as Mr. Marino gets the information, he will bring it to the TAC to discuss if necessary.

City of College Station – At the meeting last week, the council authorized purchase of property for the extension of General Parkway. General Parkway is not a large roadway, but is associated with the future railroad relocation. The will be at Cain Road along Wellborn to Deacon and affect those commercial businesses that are off Cain. By extending General Parkway to Cain, it will provide additional access and circulation in the area as part of the project.

Brazos County – Mesa Verde opened yesterday. Ms. Banerji encouraged everyone to go and see how easy it is to get on Highway 6 now. They have counters on Mesa Verde currently to see if it is being used as intended. They are focusing on the next priority which is to get the design completed for Arrington Road so that hopefully construction can begin in the near future.

Brazos Transit District – no updates

City of Bryan – South College is progressing with concrete down the center lanes and the project is on schedule for completion by football season. The sidewalks will also be on a similar schedule finishing the latter part of August. The city recently constructed a mini-roundabout as part of our LATM project on Esther Drive. The mountable surface in the center is paved, and they have witnessed several large vehicles negotiate the roundabout with no problems. Neighbors they have spoken with seem pleased and are excited to see the other roundabouts be constructed. There have been nineteen LATM requests for the next year and they will have the traffic counts completed by the beginning of May.

The William Joel Bryan project has had large public participation and has been well received. They have developed a variety of options for William Joel Bryan from Texas out to the bypass. There are four different character zones, and each one of those zones has two or three different options. The consultant is putting together a conversation package to go out that should go to the leadership levels of those entities that make up the TAC so they can comment on what they like and don't like, and point out any issues they see. They have heard from the public and now it is time to start with the design. They want to be finished with the schematic design by this fall, and then transition to the actual design work for construction plans after that which is only a few months away.

The HSIP project continues to proceed well. All of the traffic signal foundations are poured except one on the southwest corner of Villa Maria and South College. The buffered bike lanes are finished along Finfeather and there were already cyclists in them before striping was finished; however, there is still some work to do. There is a discontinuity at Carson because the new signals need to be installed before they go from a four-lane to a three-lane configuration. Mr. Schatz thanked College Station for their quick efforts to get out there and add a transition at the city limit line south. If not for that, Bryan would have had to do merging and tapering to end at the city limit. If they ever needed to go back, they would have torn up the new pavement, but now it's clean to the end. Finfeather, from that point south needs work, so there will be a blank canvas, and hopefully work with A&M to get it finished all the way to FNB. It is well ridden and KBTX did a really nice news piece on it.

Other – There was an Active Transportation public hearing last week that was led by TxDOT. It received great participation and good media coverage. They were able to have an ofo bike at the hearing.

Mr. Nichols reminded everyone that Richard Zientek and two of his colleagues from Union Pacific will be here next Wednesday at 1:30 for the Chamber Transportation Committee meeting. The meeting will be held at the new Center for Infrastructure Renewal at the RELLIS Campus. There was a map attached to the email that was sent out. They are looking forward to a good opening discussion. Some other potential participants at the meeting will be Allan Rutter of TTI; Carolyn Cook of the Railroad Administration, the fire chief, and the system manager for track construction who has a lot of responsibility at the Brazos Yard. They will have aerial photos to show what is being done from above.

7. Future Activities

There is a Policy Board Meeting on May 2nd. Mr. Parks and Mr. Rudge will be talking about the upcoming 2020 census. Some of the information I have discovered in preparing for that presentation is very disturbing and I'm going to probably recommend to the Policy Board that we work with Texas A&M to do a fairly significant student population education on how to answer the census question. The question has changed and it will now ask where did you live on April 1, 2020, and then gives them instructions to say please provide a concise enough address that it would be like if UPS was trying to deliver a package and you wanted it to appear on your doorstep. You will also receive a code number for your address so you can either mail it in or fill out the form on the internet or smart phone. A map was prepared showing where the significant undercounts will be, and dark blue is really bad. There are five census blocks in College Station and four in Bryan that were dark blue which is the worst.

8. Adjourn

The meeting was adjourned at 10:52 a.m.



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

Bryan-College Station Metropolitan Planning Organization

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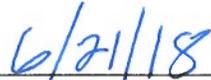
Meeting: Technical Advisory Committee

Date: 4/19/2018

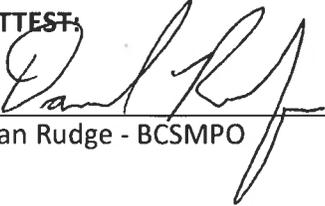
Name	Agency
Paul Kasper	City of Bryan
DOUGLAS BRAMWELL	JONES CARTER
GARY SCHEATZ	CITY OF BRYAN
Doug Marino	TxDOT
Peter Lange	TAMU-TS
Sarah Sinton	BTD
JASON SCHUBERT	CITY OF COLLEGE STATION
Mike Parks	BUCOG
Olivia Alvarado	BUCOG
Prarthana Banerji	Brazos County
John Nichols	PLS Chamber of Commerce
Troy Rother	COCS
Tomás Lindheimer	ETS College COCS
Tim Lorenz	Texas ^{Asst} Transportation Institute
CARLOS P. COTTON	Jones/Carter
NANCY BERRY	BRAZOS COUNTY
Dennis Christensen	College Station T&Z
Jayson Barknecht	City of Bryan



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



Date

ATTEST:


Dan Rudge - BCSMPO