



Special Technical Advisory Committee (TAC) Meeting Agenda

Friday, March 4 @ 8:30 A.M. Zoom Meeting

Please email Lisa Lyon @ llyon@bcsmpto.org prior to 5 p.m. on 3/3/2022 to request log-in and password information for this meeting.

AGENDA

1) **Welcome and Open Meeting**

2) **Pavement Condition Performance Targets**

*-In 2018, the Texas Department of Transportation (TxDOT) developed two performance targets for pavement condition, the percentage of National Highway System (NHS) pavement in good condition and the percentage of NHS pavement in poor condition. The TAC recommended that the Policy Board adopt the state targets. In 2021 TxDOT adopted new targets for pavement conditions on the NHS. As required by federal law, MPOs must update their targets and either readopt their own targets or adopt the new state targets. Staff is recommending the TAC advise the Policy Board to adopt the state targets. **Action Required.** (See attachment.)*

3) **Bridge Deck Condition Performance Targets**

*-In 2018, the Texas Department of Transportation (TxDOT) developed two performance targets for bridge deck condition, the percentage of bridge decks in good condition and the percentage of bridge decks in poor condition. The TAC recommended that the Policy Board adopt the state target for percentage of bridge decks in poor condition and developed a more stringent target for bridge decks in good condition. In 2021 TxDOT adopted a new target for bridge decks in poor condition but not for bridge decks in good condition. As required by federal law, MPOs must update their target and either readopt their own target or adopt the new state target. Staff is recommending the TAC advise the Policy Board to adopt the state target for bridge decks in poor condition. **Action Required.** (See attachment.)*

4) **Non-Interstate Travel Time Reliability**

*-In 2018, the Texas Department of Transportation (TxDOT) developed a performance target for non-interstate travel time reliability. The TAC recommended that the Policy Board adopt a more stringent target than the state target. In 2021 TxDOT adopted a new target for non-interstate travel time reliability that was significantly better than the previous target but not as stringent as the MPOs target. As required by federal law, MPOs must update their target and either readopt their own target or adopt the new state target. Since the state target is much closer to the MPO target, staff is recommending the TAC advise the Policy Board to adopt the state target. **Action Required.** (See attachment.)*

5) **Adjourn**