



Technical Advisory Committee (TAC) Agenda

Thursday, April 20, 2023 @ 9:00 A.M.

Brazos Transit District

Marvin Tate Administration Building Conference Room

2117 Nuches Lane, Bryan, TX 77803

AGENDA

1) **Welcome and Open Meeting**

2) **Approval of Minutes from the March 16, 2023 TAC Meeting**

Action Required. (See attachment.)

3) **Pavement Condition Performance Targets**

*-In 2018 and 2021, 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. In both instances, the TAC recommended that the Policy Board adopt the state targets. In February of 2023, TxDOT adopted new targets for pavement conditions on the NHS. As required by federal law, MPOs must update their targets by either developing their own targets or adopting the new state targets. Staff is recommending the TAC advise the Policy Board to adopt the state targets. **Action Required.** (See attachment.)*

4) **Bridge Deck Condition Performance Targets**

*-In 2018 and 2021, 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 so only the new target was adopted. In February of 2023, TxDOT adopted new targets for bridge decks in good condition and in poor condition. As required by federal law, MPOs must update their targets and either adopt their own targets or adopt the new state target. Staff is recommending the TAC advise the Policy Board to adopt the state targets for bridge decks in good condition and poor condition. **Action Required.** (See attachment.)*

5) **Non-Interstate Travel Time Reliability Performance Target**

-In 2018 and 2021, the Texas Department of Transportation (TxDOT) developed a performance target for non-interstate national highway system travel time reliability. In 2018, 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. The MPO kept its more stringent target. In February of 2023, TxDOT established new targets for non-interstate travel time reliability. As required by federal law, MPOs must update their target and either readopt their own target or adopt the new state target. Since TxDOT thinks the new targets and data bases were impacted by COVID-19, the state target is

*considered conservative as TxDOT awaits more data. Staff is recommending the TAC advise the Policy Board to adopt the state target. **Action Required.** (See attachment.)*

6) **Agency Reports**

7) **Staff Report/Upcoming Events**

- The next MPO Policy Board Meeting will be on Wednesday, May 3 at 9:30. A speaker is needed.
- MPO staff is working with the Federal Highway Administration (FHWA) to secure the funds for the Safe Streets and Roads for All Discretionary Grant. As of the drafting of this agenda, FHWA has not provided a date when contracts will be executed. Once the contract is executed, the MPO will have one year to complete the process.
- Working with the Texas A&M Transportation Institute, staff is updating the original draft Congestion Management Process and is updating our Public Participation Procedures.

8) **Adjourn**

Technical Advisory Committee Workshop

1. **Regional Transit Discussion**

If local governments need to subsidize Brazos Transit District (BTD) services then these entities, the MPO, citizens, and businesses that rely on transit services may want to discuss transit service in Brazos County. There would be six main topics to discuss:

- BTD serves 16 counties in Central and East Texas covering over 13,000 square miles and the Brazos Transit District's Board of Directors consists of members from all communities they serve. Do we need a separate Board of Directors just for Brazos County Operations?
- If a separate Board is desired for Brazos County, what should be the composition of the Board and how is the Board appointed?
- Because BTD relies solely on Federal Transit Administration and TxDOT funds to pay for transit services in Brazos County the routes, headways (time between buses on a route) and service hours are dictated by available funding. If local governments are making financial contributions to BTD for transit service, is this the system we want for Brazos County or is a more robust system needed? If so, what kind of upgrades are wanted, keeping in mind that this will mean additional local government contributions will be necessary.
- There are a number of ways the local government match can be calculated. In examining other transit systems, some use route miles, some use seat-miles per capita, some use revenue-miles and the list goes on and on. In some cases, the amount of local government funding determined the number of board members on the Board of Directors.
- Do we consider merging the Texas A&M Transit System and BTD operations? If so, what are the financial ramifications of a merger?
- How do we proceed with this regional discussion. Does the MPO, BTD and Texas A&M Transit Services co-host a public meeting? Do we make presentations to local governing bodies and the business community through the Chamber of Commerce? Both?

Once all of these decisions are made, each local government will have to decide how they will fund their commitment to transit services.