

# Bryan/College Station Metropolitan Planning Organization MPO Policy Board Meeting Minutes

*March 7, 2022*

## ***Certification of Quorum***

The following voting members were present: Nancy Berry, Chair, Brazos County; Karl Mooney, Vice Chair, City of College Station; Andrew Nelson, Member, City of Bryan; and Bill Stockton, Member, Texas A&M Transportation Institute. MPO staff present were Dan Rudge and Lisa Lyon who recorded the minutes. The sign-in sheet for the meeting is attached listing other attendees.

## ***Welcome and Open Meeting***

Nancy Berry, Board Chair, called to order the Policy Board meeting at 10:16 a.m. on March 7, 2022, at the Brazos County Commissioner's Courtroom, 200 South Texas Avenue, Bryan, TX. The meeting opened with pledges to the U.S. and Texas flags and was followed with an invocation by Dan Rudge.

## ***Pavement Condition 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. The TAC has recommended that the Policy Board adopt the state targets. Since the MPO does not have any say over which projects will receive resurfacing or any mill and overlay work, there is not really anything the MPO can do in terms of making improvements to the pavements. **A motion to adopt the TxDOT 2020 adjusted four-year target for percentage for pavement condition in poor and good condition was made by Karl Mooney. The motion was seconded by Andrew Nelson. The motion was approved by a unanimous vote.**

## ***Bridge Deck Condition 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. The TAC has recommended that the Policy Board adopt the state target for bridge decks in poor condition. Bridge decks are the purview of TxDOT and the MPO does not typically spend any of its funds on bridge deck. The condition between good and poor is fair. **A motion was made by Andrew Nelson to adopt the TxDOT 2020 adjusted four-year target for percentage of bridge deck in**

**poor and good condition by Andrew Nelson. The motion was seconded by Karl Mooney. The motion was approved by a unanimous vote.**

### ***Non-Interstate Travel Time Reliability Target***

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, the TAC has recommended the Policy Board adopt the state targets. At the TAC meeting, one of the nation's leading experts on travel time reliability stated that this is not a good measure and the TAC and Policy Board should not spend a significant amount of time on the target. The reasoning is the targets were developed with no understanding of the history of the measurement values or an understanding of the effect of transportation improvements, environmental justice remedies, and economic growth that will occur, and the MPO has developed a congestion management process that contains much of the mobility and reliability measures that would more directly relate to travel time reliability. **A motion to adopt the TxDOT 2020 adjusted four-year target for percentage of travel time reliability was made by Andrew Nelson. The motion was seconded by Karl Mooney. The motion was approved by a unanimous vote.**

### ***Adjourn***

The meeting was adjourned at 10:23 a.m.





**ATTEST:**

*Nancy Berry*

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MPO Policy Board Chair/Vice-Chair  
Bryan-College Station  
Metropolitan Planning Organization

*Dan Rudge*

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Dan Rudge - BCSMPO

*6/01/2022*

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Date