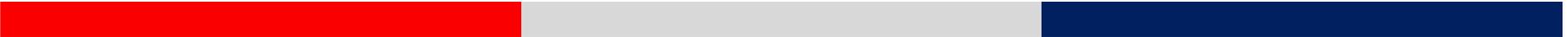


Transitioning To A TMA



What It Will Mean For Brazos
County Communities

Chamber Economic Outlook
Conference

January 24, 2024

MPO v. TMA What Is Different

- ❑ MPOs are required in metropolitan areas larger than 50,000
- ❑ TMAs are in areas with an **urbanized area population** greater than 200,000
- ❑ TMA are still MPOs they just have some additional requirements to fulfill (more later)
- ❑ Biggest impact is on public transit (more later)

Becoming a TMA

- ❑ MPOs are designated as a TMA once they have an urbanized area (UZA) population of 200,000 or greater based on the most recent U.S. Census
- ❑ While Brazos County population was 194,000 in the 2010 Census the UZA population was 171,345
- ❑ The 2020 Census numbers were not finalized until the last working day of December 2022
 - Brazos County population was 233,849
 - UZA population was 206,137
- ❑ We are a TMA!!!! (So according to the USDOT we are the same type of MPO in Houston!)

TxDOT Funding Categories

- ❑ MPO Determined Projects
 - Cat. Two: Metro Corridor Projects
- ❑ TxDOT (Lead) and MPO (Counsel) Projects
 - Cat. One: Maintenance and Rehab
 - Cat. Six: Structures (Bridges)
 - Cat. Eight: Safety
- ❑ MPO Awarded Projects
 - Cat. Nine: Enhancements (Bike/Ped.)
- ❑ Other Important Categories
 - Cat. Seven: Metro Mobility
 - Cat. Four: Statewide Connectivity
 - Cat. Twelve: Commission Strategic Priority

MPO Determined Projects

- ❑ Cat. Two: Metro Corridor Projects
 - Funding for MPO Selected Projects
 - Funded using Proposition One and Proposition Seven money
 - MPO Policy Board has required at least 5% be set aside for Bicycle and Pedestrian Projects
- ❑ Cat. Nine: Enhancements (Bike/Ped.)
 - Currently MPO or jurisdictions must apply and be awarded funds
- ❑ Category Four and Category Twelve funds provide substantial funding for MPO projects

What Does Being A TMA Mean?

- ❑ MPO Policy Board will have (FY 2024) control of:
 - Category Seven (Metropolitan Mobility) estimated in the Metropolitan Transportation Plan at \$6.2 million/year
 - Category Nine (Enhancements) estimated at \$702,000/year
- ❑ Must implement a Congestion Management Process (drafted, pending TAC review)
- ❑ Must undergo a formal review (November 15-16, 2023) with FHWA and FTA
- ❑ Brazos Transit District will be added to the MPO Policy Board (Added November 2023)

What Does Being A TMA Mean?

□ Transit

- A local designated recipient will have to be identified by MPO in partnership with BTD to receive federal transit funds (under 200,000 the designated recipient is the Governor)
- There must be a certified resolution from the MPO for the designated recipient
- The Governor notifies the Federal Transit Administration who will serve as the Brazos County designated recipient
- Texas A&M Transportation Services is currently not eligible

Finding a Designated Recipient

□ Eligible

- Brazos Transit District
- Brazos County
- City of Bryan
- City of College Station

□ Selection Process

- BTD was top choice
- Negotiate BTD Board composition
- Fiduciary oversight by local governments
- Assist BTD in service development

Issues With Designated Recipient

❑ BTD Board Representation

- BTD serves 21 counties and multiple cities
- BTD divides service areas into six zones
- Total Board is seven members with one from each zone plus an urban area representative
- Brazos County is its own zone
- Bryan/College Station represents urbanized area
- BTD Board did not want to add an additional Brazos County representative
 - ❑ Brazos County has 29% of Board votes and adding a third would take it to 38%
 - ❑ Cities of Bryan and College Station wanted to limit appointments to current elected officials

Issues With Designated Recipient

□ BTD Board Composition

- BTD Board members must be elected officials at time of appointment
- Can be reappointed for second four-year term unless they are an officer then they can serve an additional four years (or more)

□ Resolution of Issue

- Brazos County keeps its seat, two cities enter into a Memorandum of Understanding (MOU) that places additional limits on urbanized area representative

The MOU

- ❑ Urban Area Representative May Serve Only One Four Year Term As Voting Member
- ❑ The Other City Shall Have An Ex-Officio Non-Voting Member on BTD Board
- ❑ Appointment Rotates Every Four Years To Other City Who Becomes The Voting Member And The Other City Representative Becomes Ex-Officio Member
- ❑ Both Board Members Must Be Current Elected Officials
- ❑ Rotation Starts With City of College Station As Voting Member

Fiduciary And Service Oversight

- ❑ BTD Agrees To An Urban Service Area Committee That Makes Recommendations To BTD Board On Urban Area Service
- ❑ Composed Of Five Funding Partners
- ❑ Two City's and County Representative Must Be Executive Staff (City Manager, Chief Budget Officer)
- ❑ TxDOT and Texas A&M Provide Contributions To BTD And Become Voting Members
- ❑ Each Local Jurisdiction Appoints One Ex-Officio Citizen Member
- ❑ Disability Community Representative

Local Match Estimate Nov. 2023

▣ For BTD Transit

Item Estimate	Revenues	Costs
FY22 Operating Costs		\$5,784,317
FTA 5307 Apportionment	\$2,345,162 (75% of FY22)	
In-Kind Match	\$2,057,724	
FY22 Farebox Revenue	\$ 212,911	
State Funds after TMA	\$ 478,218 (60% reduction)	

Local Match after TMA \$ 690,302

(All costs shown are annual costs and estimated TMA funding)

Local Match Estimate Nov. 2023

▣ For BTD Transit

Item Estimate	Revenues	Costs
FY22 Operating Costs		\$5,784,317
FTA 5307 Apportionment	\$2,345,162 (75% of FY22)	
In-Kind Match	\$2,057,724	
FY22 Farebox Revenue	\$ 212,911	
State Funds after TMA	\$ 717,326 (40% reduction)	

Local Match after TMA \$ 451,194

(All costs shown are annual costs and estimated TMA funding)

Brazos County Safety Action Plan



Safe Streets and Roads For All
Federal Highway Administration
Grant

Transportation Safety Action Plan



\$210,000 GRANT



**MUST FOLLOW A
FIVE-STEP PROCESS**

Five-Step Process

The B/CSMPO CSAP is organized around five tasks that align with SS4A CSAP components.

Task	SS4A CSAP Component
1. Project Management	✓ Leadership Commitment and Goal Setting
2. Safety Analysis	✓ Safety Analysis
3. Equity and Resiliency Analysis	✓ Equity Considerations
4. Public Engagement	✓ Planning Structure ✓ Engagement and Collaboration
5. Implementation	✓ Strategy and Project Selections ✓ Policy and Process Changes ✓ Progress and Transparency

Safety Analysis

¹ First Harmful Event	³ Rural segments (local)		Rural segments (state)		Urban segments (local)		Urban segments (state)		Urban intersections (local)		Urban intersections (state)	
² Motor Vehicle in Transport	19	15.83%	128	40.38%	289	47.93%	1,117	73.01%	336	74.01%	1037	87.66%
Fixed Object	65	54.17%	100	31.55%	143	23.71%	224	14.64%	29	6.39%	42	3.55%
Overtuned	32	26.67%	57	17.98%	32	5.31%	105	6.86%	14	3.08%	14	1.18%
<u>Pedalcyclist</u>	1	0.83%	6	1.89%	42	6.97%	26	1.70%	44	9.69%	54	4.56%
Pedestrian	2	1.67%	4	1.26%	43	7.13%	29	1.90%	29	6.39%	34	2.87%
Other	1	0.83%	22	6.94%	54	8.96%	29	1.90%	2	0.44%	2	0.17%
Total	120	100%	317	100%	603	100%	1530	100%	454	100%	1183	100%

Notes:

¹ Event indicates the first harmful (injury or damage-producing) event.

² Focus crash types (for each facility type) shows as cells with blue-colored fill

³ % indicates percent of column (facility) total

Safety Analysis

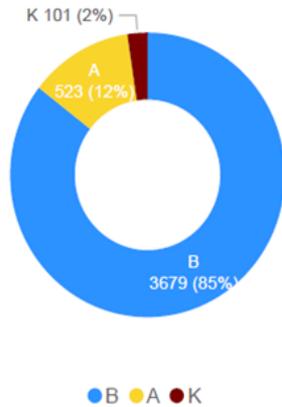
Brazos County KAB Crash Trends (2017 - 2022)

K = Fatal Injury Crash | A = Serious Injury Crash | B = Minor Injury Crash

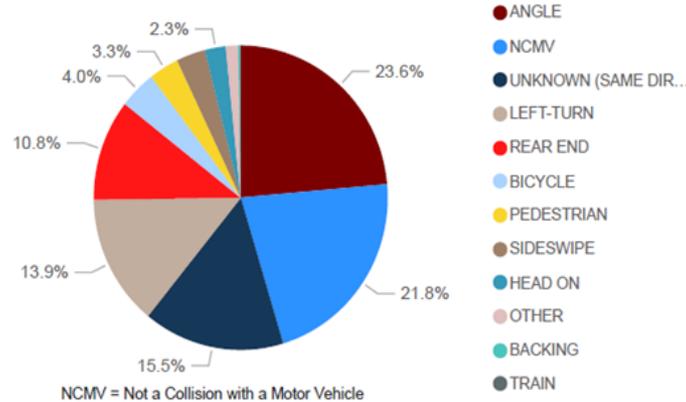
Crash Count
4303

- Severity
- A - SUSPECTED SERIOUS INJURY
 - B - SUSPECTED MINOR INJURY
 - K - FATAL INJURY

Crash Severity



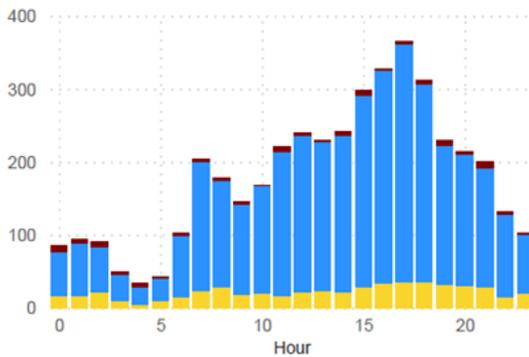
Manner of Collision



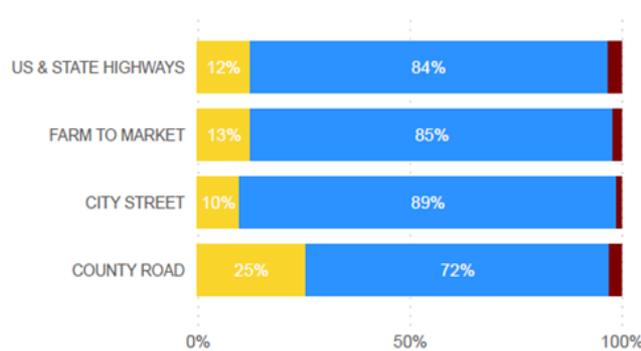
Contributing Factor



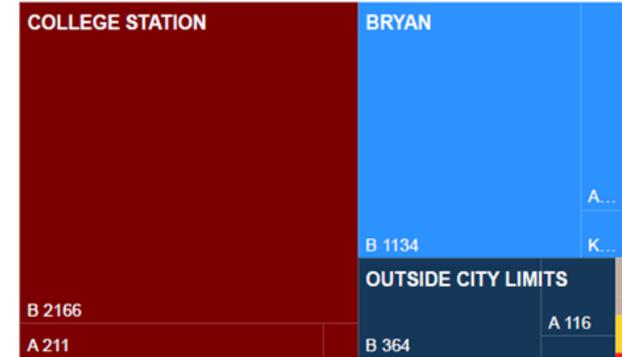
Crash Time



Roadway Type

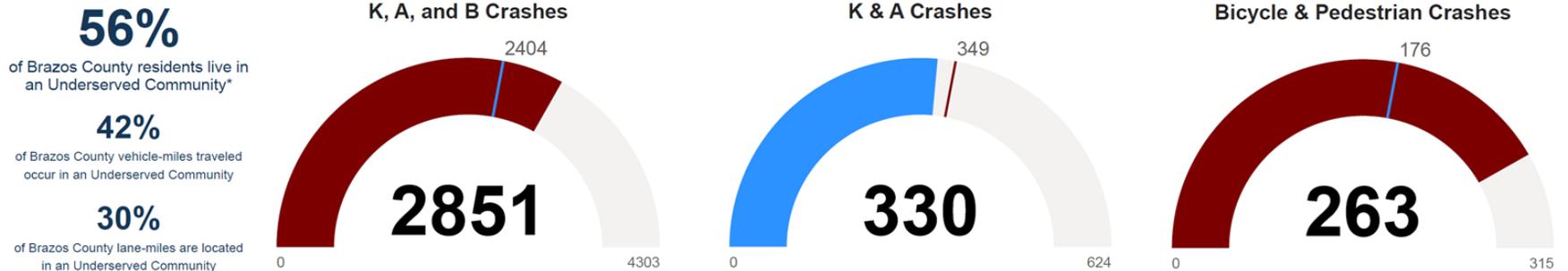


Location

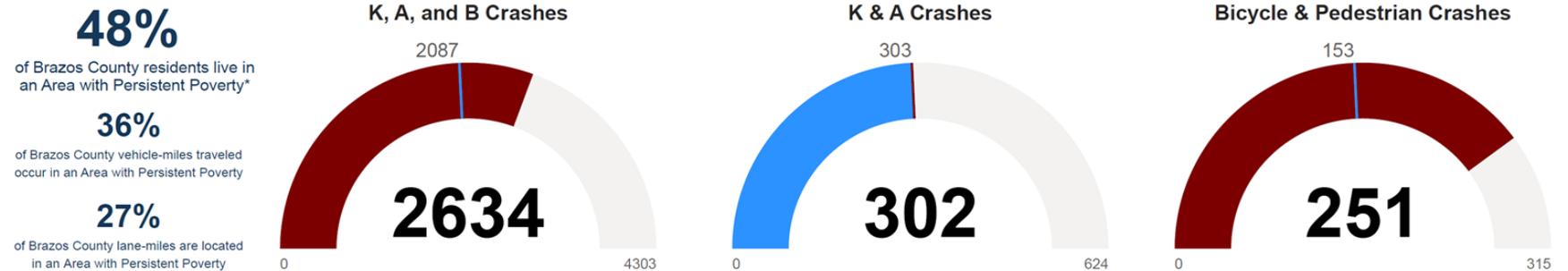


Equity Analysis

Underserved Communities



Areas of Persistent Poverty



* Target values shown on visuals to represent number of crashes if crashes were equally represented based on population

+ Maximum value shown on visuals equals the total number of K, A, and B crashes in Brazos County

Participate in Safety Survey

Scan QR code or go to project website:

- Scroll to survey
- Take the survey!



Get involved!

These engagement opportunities will change throughout the project. Participate in these activities today before they change and be sure to stay tuned for future opportunities.

An aerial photograph of a city area with several colored pins (blue, orange, green, purple) placed on the map to indicate specific locations for engagement opportunities.

Drop a pin

Drop a pin on the interactive map to let us know where opportunities for future improvements exist

[Take me to the map!](#)

A close-up photograph of a person's hands writing on a document with a pen, symbolizing participation in a survey or form.

<https://engagekh.com/bcssafety>

Countywide Safety Event

- 1st Annual Countywide Safety Event for all of Brazos County
 - March 26th, 4:30-6:30pm
The Brazos Center
 - Host a safety-related booth or activity
- Scan QR code to sign up and share with others that could be interested
Email with information coming soon

Brazos Countywide Safety Event
Booth or Activity Sign-up



Contact Information

Daniel Rudge
Executive Director
Bryan/College Station MPO

drudge@bcsmmpo.org

979-260-5298 x1001