

A RESOLUTION SUPPORTING THE CREATION OF THE BRAZOS COUNTY REGIONAL MOBILITY AUTHORITY

Whereas, transportation projects have been identified for construction that will improve safety, mobility and economic development opportunities in Brazos County; and

Whereas, the creation of regional mobility authorities (RMAs) is governed by provisions of Chapter 370 of the Texas Transportation Code, and the petition and approval process are established in 43 Texas Administrative Code, Section 26.1, *et seq*; and,

Whereas, RMAs can develop many types of transportation projects involving multiple modes of transportation and funded in numerous different manners; and

Whereas, maintaining acceptable levels of mobility in Brazos County is important to both the economic viability of the region and the quality of life enjoyed by the residents; and

Whereas, there has been extensive public discussion and there is a strong local consensus that an RMA should be created in Brazos County, as expressed in the attached support letters from: State Senator Charles Schwertner; State Representative John Raney; State Representative Kyle Kacal; the City of College Station; the City of Bryan; the Bryan-College Station Metropolitan Planning Organization; The Texas A&M University System; Texas A&M University; the Bryan-College Station Chamber of Commerce; Blinn College; the Brazos Valley Economic Development Corporation; and the TxDOT Bryan District Engineer.

Whereas, Brazos County has identified potential transportation projects that improve safety and mobility in the County.

NOW THEREFORE, BE IT RESOLVED THAT THE BRAZOS COUNTY COMMISSIONERS COURT:

1. Supports the formation of the Brazos County Regional Mobility Authority; and
2. Authorizes the Brazos County Judge to execute and submit a petition to the Texas Transportation Commission to form the Brazos County Regional Mobility Authority, and that the Petition will contain all elements required by law, including:
 - a. Brazos County Commissioners Resolution
 - b. Description of impact on regional mobility
 - c. Identify potential transportation project(s)
 - d. Statement that the proposed RMA projects are consistent with local and state transportation plans
 - e. Statement of known environmental, social, economic or cultural resource issues or impacts

- f. Statement of known opposition regarding proposed projects
- g. Statement of preliminary financing plan, if available
- h. List of other RMA projects to be considered
- i. RMA board structure
 - i. 2 or more to be appointed by Brazos County Commissioners Court to ensure adequate representation within the RMA boundary
 - ii. 1 appointed as presiding officer by the Governor of Texas

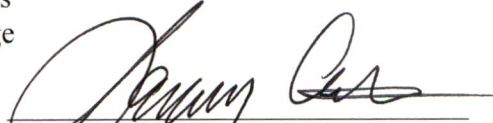
Passed and approved this 16th day of October, 2018



Duane Peters
County Judge



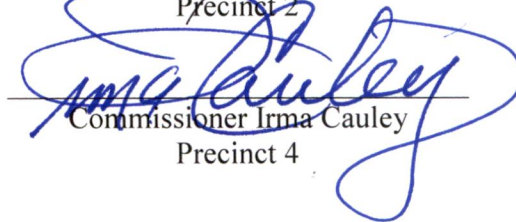
Commissioner Steve Aldrich
Precinct 1



Commissioner Sammy Catalena
Precinct 2



Commissioner Nancy Berry
Precinct 3



Commissioner Irma Cauley
Precinct 4

Attest:



Karen McQueen, County Clerk

**PETITION OF BRAZOS COUNTY
FOR AUTHORIZATION TO FORM
A REGIONAL MOBILITY AUTHORITY**

TO THE TEXAS TRANSPORTATION COMMISSION

Pursuant to the provisions of the Texas Transportation Code Chapter 370 and 43 Texas Administrative Code, Section 26.1, Brazos County (the “Petitioner”) tenders this petition for authorization to form a regional mobility authority. As specified by 43 Texas Administrative Code Section 26.1, *et seq*, the remainder of this document contains the material required as part of the petition.

1. Brazos County Commissioners Court Resolution and Other Support Documents

On October 16, 2018, the Commissioners Court of Brazos County approved a resolution authorizing the submission of a petition to the Texas Transportation Commission for the creation of the Brazos County Regional Mobility Authority (the “Brazos County RMA”). A copy of this resolution is attached hereto as Attachment 1.

This resolution resulted from an extensive public discussion in Brazos County, which yielded letters supporting the creation of the Brazos County RMA from: State Senator Charles Schwertner; State Representative John Raney; State Representative Kyle Kacal; the City of College Station; the City of Bryan; The Texas A&M University System; Texas A&M University; the Bryan-College Station Metropolitan Planning Organization (MPO); the Bryan-College Station Chamber of Commerce; the Brazos Valley Economic Development Corporation; Blinn College, and; the Texas Department Of Transportation (TxDOT) Bryan District Engineer. These letters are included in Attachment 2.

2. Description of Improvements to Regional Mobility

Data compiled by the Texas A&M Transportation Institute indicate that, since the early 1980s, congestion in Bryan-College Station has been growing at 6% per year, essentially doubling every 12 years. Roadways that were uncongested five years ago now experience congestion nearly every day. The message is clear, while local commitments to addressing transportation needs are significant, without taking additional actions congestion will continue to double about every 12 years.

Brazos County is growing rapidly. It is anticipated that the 2020 census population will exceed 250,000, with higher education being the main driver of this growth. Texas A&M University is one of the five largest universities in the country and the largest in Texas, with an enrollment of more than 60,000 students. With Blinn College in Bryan and the expected growth at Texas A&M, total college enrollment in Brazos County will exceed 100,000 by 2025. On a typical day the main campus of Texas A&M is, in effect, the fourth largest downtown in Texas.

The leadership of the area recognizes that adequate mobility is extremely important to both the quality of life in the area as well as the capability to continue to attract and support economic development. A 2015-2016 survey of College Station residents found traffic congestion to be their number one concern.

In 2017 the Bryan-College Station MPO thoroughfare plan was developed and adopted with extensive public input; more than 300 people attended 11 public meetings and over 2,000 comments were received. The resulting plan will cost more than \$2 billion to implement, and at present very little of this funding is available. Improvements to the infrastructure are vital to meet the demands resulting from the growth in the County. There is a recognition that the area needs to effectively use every available tool to increase the commerce, prosperity, living conditions and public safety for the region and the state.

The formation of the Brazos County RMA will allow a locally controlled entity, working closely with both TxDOT and the MPO, to develop projects and provide support to other transportation improvements in the region that would otherwise rely on traditional state or federal funding for implementation. In so doing the RMA can ease the burden on TxDOT in Brazos County.

Consequently, some critical transportation infrastructure can be delivered more quickly through the RMA. This infrastructure will ease congestion, enhance safety, promote economic growth and improve the quality of life for citizens of the region and state. The RMA provides significant benefits at the local, regional and state levels.

3. Initial Brazos County Project

The initial Brazos County RMA project addresses safety and mobility needs on University Drive (FM 60) adjacent to the main Texas A&M Campus (Figure 1a and 1b). The project will be on a 1.2-mile section of University Drive between Wellborn Road (FM 2154) and Texas Avenue (SH 6 Business). A section of University Drive (approximately 0.6 miles) from Wellborn Road to just east of College Avenue (SH Spur 308) will be depressed, with a surface built over a portion of it for use by bicycles, pedestrians, and public-private partnership development. The project addresses significant safety and mobility issues as well as creating numerous economic development opportunities. It is a truly transformative project.

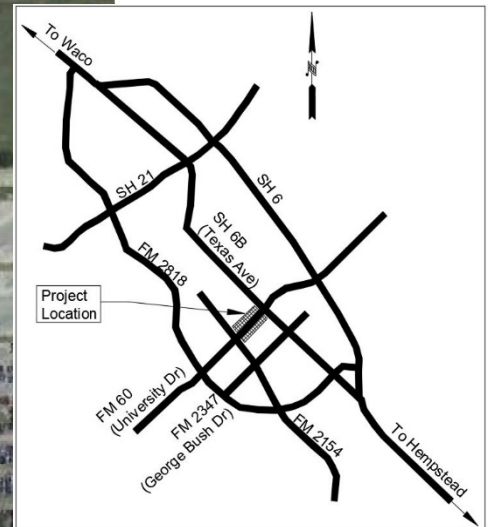
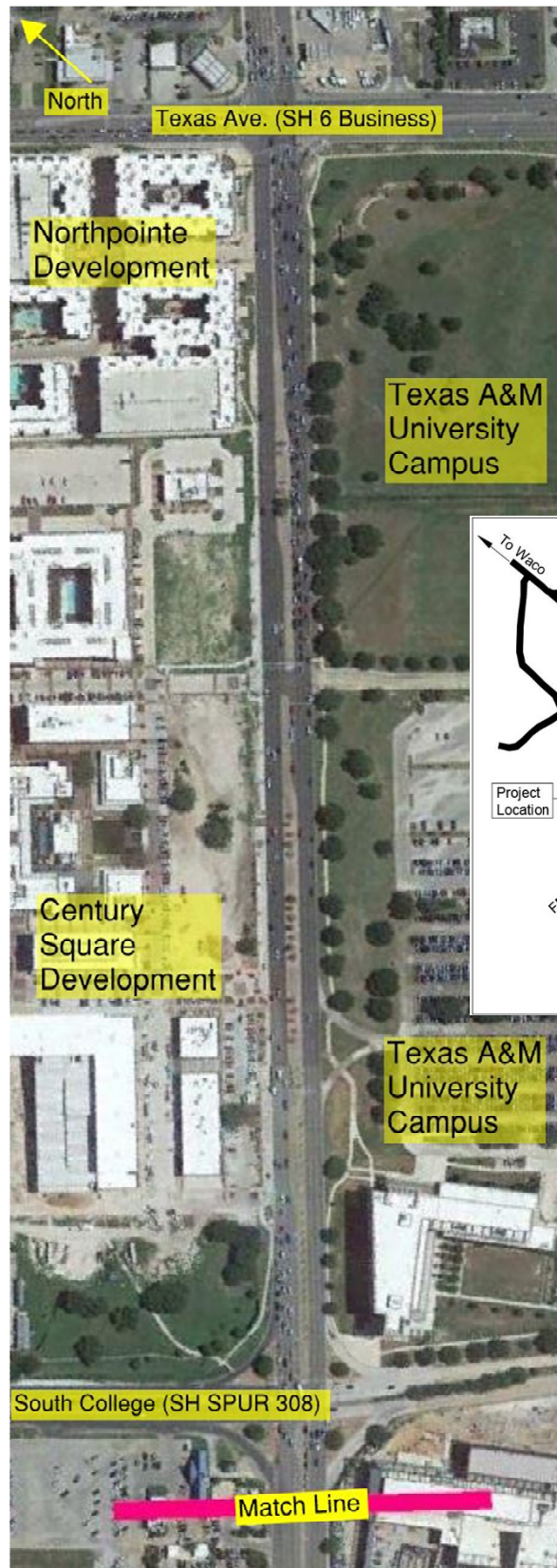
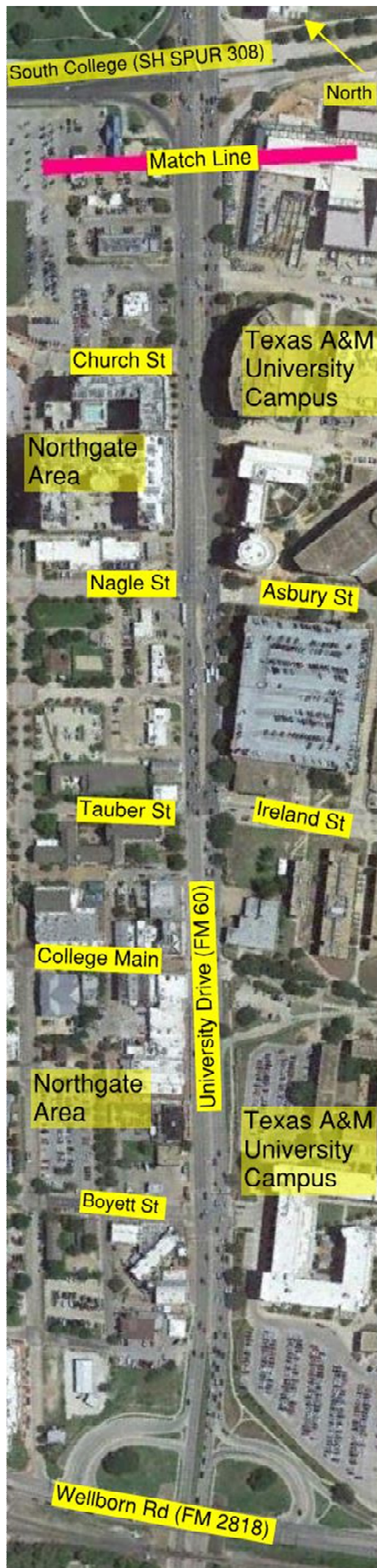


Figure 1c – Overall vicinity map showing the location of the University Drive Project.

Figure 1a (left) and 1b(above) shows the limits of the University drive project from Wellborn Road (FM 2154) to Texas Ave (SH Business 6)

Key Project Facts

- This project has been defined in concept in a 2018 report prepared for the MPO (<http://www.bcsmpo.org/documentcenter/view/300/FM-60---University-Drive-approved-final-report>).
- While the project has meaningful mobility benefits, the primary reason for pursuing this project is safety. Between 2003 and 2016, 26 vehicle/bicycle crashes and 32 vehicle/pedestrian accidents occurred on this section of University Drive.
- This project is Number 1 on the MPO priority listing of unfunded projects.
- Phase 1a of this project was completed in 2013 at a cost of \$4.3 million (TxDOT funding). Phase 1b of this project, a \$7 million project funded by the City of College Station, is under construction and will be completed in January 2019. Surface level safety-related improvements are being implemented.
- To date, \$14.8 million has been committed and/or expended on this project (City of College Station, The Texas A&M University System, MPO, TxDOT).
- The MPO study estimates the total project cost to be \$450 million. It is anticipated that 60% of this cost will be paid by the public sector (The Texas A&M University System, City of College Station, TxDOT) with the remaining 40% paid by the private sector.
- Local interest in this project is high. As a result, rather than waiting for formal RMA approval to move the project toward implementation, The Texas A&M University System and TxDOT have agreed to immediately fund needed engineering work, including design and a traffic management plan.

Project Description

The initial project to be pursued by the Brazos County RMA involves addressing safety and mobility needs on University Drive adjacent to the main Texas A&M University Campus (Figure 1). It creates numerous economic development opportunities. In the local MPO plan, this project is the Number 1 priority in the listing of unfunded projects.

In developing the concept project for the MPO, attention has been given to the following.

- Provide a transformational design.
- Community Character. The project should support the community enhancement policies of the City of College Station's comprehensive plan and the Texas A&M University master plan which call for enhanced bicycle and pedestrian travel options.
- Population growth. A significant portion of the University's growing student population will rely on public transit, bicycling or walking to access the campus, shopping and entertainment areas.
- Downtown district. The project should accentuate the area's role as College Station's downtown as identified in the City's comprehensive plan.
- Public transit. The development of bike/pedestrian facilities should allow for retro-active development of transit facilities.

The project extends from Wellborn Road to Texas Avenue, about 1.2 miles. University Drive becomes depressed with a cover built over it from Wellborn Road to just east of College Avenue. Intense development along University Drive precludes options requiring additional rights-of-way. Figures 2a-2c are taken from the MPO concept study and provide illustrations of what the final project will resemble.

University Drive is a seven-lane arterial street carrying 50,000 vehicles per day and separating the Campus from the Northgate area and the Century Square development. Northgate is bounded by state highways on three sides, Wellborn Road, University Drive and South College Avenue. Century Square takes access from University Drive and is bounded by College Avenue on the west as shown in Figure 1b.

As defined in the MPO concept report, four lanes of traffic on University Drive from Boyett Street to College Avenue will be recessed in a cut and cover scenario. By moving regional traffic into underground through transportation lanes, at-grade right-of-way space is made available to accommodate active transportation options, and public gathering spaces, in a more comfortable environment. Pedestrians and bicycles have their own separated facilities, utility and loading/unloading zones will be introduced to the roadway so as not to impede businesses along University Drive, transit and/or autonomous shuttle lanes can be introduced, and landscaping can be used to separate uses. Public-private development opportunities are created.

The current development along this section of University Drive is, in effect, College Station's downtown. Development in Northgate and Century Square today might be characterized as medium density or intensity. Recent planning efforts and market demand, however, have led to the construction of high density/intensity mixed-use buildings that are dramatically increasing the development intensity. This trend is projected to continue.

The Northgate area is growing rapidly and virtually all the development has ties to the University campus. There are currently about 5,000 residents with 13,500 expected at build-out. Some of the new apartment complexes are 15-20 stories in height. In addition to the living facilities, Northgate is a large retail and entertainment district.

The Century Square development is a relatively new, large mixed-use development. It is a public-private partnership. Century Square has multiple hotels, a substantial number of restaurants, retail, a movie theater, apartments, office space, etc. Currently there are 1,000 residents in Century Square with 2,300 expected at build-out. Like Northgate, most of this development has close ties to the main Texas A&M campus.

Together, Northgate and Century Square generate considerable travel destined to/from the Texas A&M campus every day. Significant pedestrian/bike conflicts with high-volume auto traffic result.

The project has significant safety and mobility benefits and creates numerous economic development opportunities. As described below, Phase 1a of this project has been completed and Phase 1b will be completed in January 2019.



Figure 2a – Profile of grade university drive from Wellborn Road (FM2154) to College Ave. (SH Spur 308).



Figure 2b – Rendering of University Drive, near the intersection with Wellborn Road (FM 2154) looking to the northeast towards the Texas A&M University Campus



Figure 2c- Intersection of University Drive with Bizzell St. and College Ave (SH SPUR 308)

Safety and Mobility. The project primarily addresses significant safety concerns and, at the same time, results in improved vehicular mobility. There are significant safety issues in and around this portion of the state highway system.

Safety is an overriding concern as the development to the north of the Texas A&M Campus generates large pedestrian and bicycle movements destined to the Campus at all hours of the day and night. That pedestrian/bicycle traffic must cross a high-volume major arterial street. Between 2003 and 2016, the segment of University Drive between Texas Avenue and Wellborn Road had 26 vehicle/bicycle crashes and 32 vehicle/pedestrian crashes. These totals account for 14% of all bicycle crashes in College Station and 15% of all pedestrian crashes. There were three fatalities associated with those accidents. As development in Northgate and Century Square continues to intensify, coupled with the campus enrollment growth, these safety concerns increase accordingly. The depressed roadway eliminates the conflicts that have caused these accidents.

University Drive is a congested, seven-lane major arterial street. Between Wellborn Road and Texas Avenue, average daily traffic on University Drive currently ranges from 45,000 to 50,000 vehicles per day. Depressing the through lanes means this traffic travels through fewer signals and conflicts with bikes and pedestrians are eliminated.

Economic Development. The section of University Drive being addressed in this project is identified as College Station’s downtown district in the City’s comprehensive plan. Improving bicycle and pedestrian connectivity is key to sustaining ongoing redevelopment that achieves the City’s goal of a safe and walkable downtown. The depression of University Drive makes this entire area more functional as a hub of economic development and intense non-motorized transportation demands.

This transformational project will change the total appearance of the area and make further growth in both Northgate and Century Square more attractive. Numerous opportunities for public-private partnership developments are created by the project on both the University side and the north side of University Drive. Some development can also be built on the cover being developed over University Drive, creating another potential revenue stream. Air rights above that cover can be sold. Assessed property values in the area will increase. It is a transformational project that, in some respects, resembles Klyde Warren Park over Woodall Rogers Freeway just north of downtown Dallas. This University Drive project will create more development at a location where that development has been planned for by the City and can be accommodated.

Phase 1 of This Project is Nearing Completion. TxDOT redesigned and rebuilt the interchange of Wellborn Road and University Drive to enhance safety. This Phase 1a project was completed in 2013 at a cost of \$4.3 million. This project relocated access ramps between University Drive and Wellborn Road and widened sidewalks on University Drive to enhance safety in the area.

The City of College Station is now implementing \$7 million in improvements along University Drive. This phase 1b project will be completed in January 2019.

The Phase 1b project includes the following improvements (Figure 3). Constructing wider sidewalks from Bizzell Street to the Texas A&M Post Office on the south side (University side) of University Drive and from South College Avenue to Tauber Street on the north side.

- Relocating a traffic signal on University Drive from Spence Street to Church Street.
- Replacing all signals from South College Avenue to Tauber Street.
- Various intersection improvements to improve pedestrian access and safety
- Traffic signals will operate with a “pedestrian scramble” phase to allow pedestrians to cross the streets while all traffic is stopped.
- Removing the right turn lane on University Drive westbound between Church and Nagle.
- Other improvements include installation of conduit for fiber and electric.
- A block of Boyett Street north of University Drive is closed on Thursday, Friday and Saturday evenings for pedestrian safety purposes. Additional police and EMS are also in the area during those times.



Figure 3 – Phase 1A and 1B Improvements of University Drive (FM 60) from Wellborn Road (FM2154) to College Ave (SH SPUR 308).

All parties involved in this work recognize that Phase 1 is simply the first part of the much larger project. More extensive, permanent solutions are essential, and these improvements will involve grade-separating critical movements.

Recognizing the continuing seriousness of these safety and congestion problems, TxDOT, the City of College Station, and Texas A&M worked together to identify and implement all the short-term actions that could be taken to mitigate the safety problems; these recommended actions are a portion of, and compatible with, the larger project described in this petition. One of the key requirements in developing the MPO concept plan was to ensure the long-term vision incorporated the projects already completed or under construction.

Progressing to a Permanent Solution. To begin to identify a more permanent solution and define in concept the major improvements associated with that solution, in 2017 the MPO engaged a consultant to undertake a conceptual investigation of the area and “think outside the box” to develop alternative solutions. That study was completed in 2017 and accepted by the MPO Policy Board in January of 2018 (the link to this study is provided previously under “Key Project Facts”). In developing several intriguing concepts, the consultants sought significant public input, including input from those owning property along University Drive.

The long-term solution calls for depressing approximately 0.6 miles of University Drive between College Avenue and Wellborn Road (Figure 2) and constructing a park/pedestrian mall/bikeway/commercial development on top of the depressed street. When implemented, this will be a truly transformational improvement. This concept is described in detail in the MPO study, and the estimated cost of the depressed roadway with a cover built over it is \$450 million.

This conceptual alternative is transformational and has generated considerable interest locally. While, as described subsequently, an RMA is a highly effective approach for implementing this project, local interest was sufficient to immediately take the next step without waiting for the RMA approval. TxDOT and The Texas A&M University System have agreed to jointly fund that next study. This study, at a cost of \$3.5 million, should begin early in 2019, and the scope includes a traffic study, an engineering study, a market study, a detailed assessment of financing options, and a traffic management plan for construction. Once the RMA is formed, it will work with TxDOT as a co-project manager to facilitate private sector, City, University and MPO participation.

In summary, the depression of University Drive with a cover built over it is a potentially transformational project that has come into being through extensive local cooperation and public involvement. It has substantial safety and mobility benefits and creates an environment

conducive to attracting and supporting further economic development at a location where that development should occur.

An RMA Can Effectively Advance this Project to Implementation. This is a project that can effectively use the capabilities of an RMA for several reasons. It is not by any means a “typical” TxDOT project; while TxDOT will be a meaningful funding participant, they will likely fund less than 50% of the project; the resources of both The Texas A&M University System and the City of College Station will also be needed to develop the project. For this project to become a reality, significant private sector leadership, participation and funding will be essential. The RMA can be the entity that pulls the different parties and pieces together and moves the project to completion.

A. Consistency with Local and State Transportation Plans

As described above, the problems being addressed by this project have been a focus of multi-agency cooperation for many years. The project is included in the MPO plan and is the Number 1 priority project on the MPO listing of unfunded projects. The project is consistent with the City of College Station’s comprehensive plan (Downtown District and Community Character) and the Texas A&M University master plan (Reduce motor vehicle access to the core of Campus and move most parking to the periphery of campus). It is an important component of TxDOT’s plans to meet safety targets within the Bryan District. Parts of the first phase of this project are complete, and the entire Phase 1 will be completed in January 2019.

B. Description of Known Environmental, Social, Economic or Cultural Resource Issues

The project will be developed almost entirely within existing right-of-way. The follow-on consultant study now being initiated will determine if any environmental, social or cultural resources are present. Any environmental study will meet the requirements of 23 CFR 771.119 and TAC, Title 43, Part 1, Chapter 2. The content shall be in sufficient detail to meet regulatory requirements for legal sufficiency. Environmental technical reports will include appropriate National Environmental Policy Act of 1969 (NEPA) or federal regulatory language in addition to the purpose and methodology used in delivering the report. Any project will identify the natural and human environment constraints in the project study area during the planning process. Additionally, all projects would incorporate the input and involvement of the public, interest groups, resource agencies and local governments. Any requested project will fulfill all environmental requirements and receive applicable resource agency review and approval. Effective communication strategies should improve the linkages between transportation systems and project planning and the NEPA process.

Environmental, cost and financing concerns will be major factors in making any decision regarding final construction. Any final project will offer significant safety and mobility enhancements. It is recognized that issues such as how to keep existing businesses viable during construction need to be resolved. However, at this point in the planning process the

Petitioner is not aware of any environmental, social, economic or cultural impacts that would preclude the completion of the project.

C. Known Opposition to the Project

The MPO concept study that led to the identification of this project has been widely disseminated. It is generally considered to be a potentially transformational project that solves safety and mobility issues while also creating meaningful economic development opportunities. The numerous letters of support attached to this petition provide an indication of the extent of the public dialogue on this topic that has taken place in Brazos County and the extremely wide support the concept and the RMA has generated.

The project has been discussed in many public forums. Several owners of property adjacent to University Drive attended a study briefing at the Bryan-College Station Chamber of Commerce. Those in attendance were supportive of the project concept. *One large property owner stated that the project is visionary and allows the University and Northgate to become one neighborhood, with University Drive becoming a safe and seamless transition that connects the campus to the community.*

At this time Petitioner is not aware of any significant opposition or controversies related to this project.

D. Preliminary Financing Plan

The project is the depression of University Drive for about 0.6 miles (just east of South College Avenue to Wellborn Road) with a cover built over it for bike/ped use and the development of public-private partnerships, the so-called transformational project. This project is developed in concept in the MPO report referenced previously.

Estimated Total Project Cost	\$450 million (from MPO Concept Report)
Design/Survey/Engineering/Permitting	\$80 million
Right-of-way	\$0
Construction	\$280 million
Contingency	\$90 million

It is anticipated that the project will be funded with significant public and private funds.

Public funding: \$250 million (City of College Station, The Texas A&M University System, TxDOT).

Private funding: \$200 million. The project will increase property values and create numerous public-private partnership opportunities.

A wide range of funding options are available for this project, including the following.

- The Texas A&M University System
- City of College Station
- Bonding (general obligation and revenue)
- TxDOT
- Development Impact Fees
- Public-Private Partnerships (numerous opportunities exist as part of this project)
- Transportation Reinvestment Zone
- Chapter 380/381 Economic Development Corporations (Agreements)
- Tax Increment Reinvestment Zones
- Air Space Leases
- Federal Transportation Grants
- State Infrastructure Bank
- Gifts
- Other private sector monies
- Any other funding sources identified in the TxDOT/Texas A&M University System Study

Refined estimates and figures will be developed by the Brazos County RMA in conjunction with TxDOT, the Texas A&M University System, the City of College Station, Brazos County and the private sector.

4. Commitment to Secure Environmental Approvals

TxDOT and The Texas A&M University System are currently in the process of procuring a consultant to advance project engineering. This consultant work will be provided to the RMA. That work will more comprehensively address environmental issues associated with the project. Any environmental study will meet the requirements of 23 CFR 771.119 and TAC, Title 43, Part 1, Chapter 2. The content shall be in sufficient detail to meet regulatory requirements for legal sufficiency. Environmental technical reports will include appropriate National Environmental Policy Act of 1969 (NEPA) or federal regulatory language in addition to the purpose and methodology used in delivering the report. Any requested project will fulfill all environmental requirements and receive applicable resource agency review and approval. Following NEPA, all projects would attempt to ensure environmentally sound infrastructure investments by addressing the social, economic and environmental impacts of project location and design. To the extent not undertaken in that work, the Brazos County RMA will be responsible for obtaining all additional federal and state environmental permits, issues, commitments, mitigation and approvals relating to the project, and all other projects to be undertaken by this RMA.

5. Additional Transportation Projects

In addition to the University Drive project, Petitioner has identified other projects on the MPO thoroughfare plan that might be pursued by the RMA. As of this date, no effort has been made to prioritize these projects or develop possible approaches for financing the projects. Over \$2 billion in projects on the MPO thoroughfare plan do not currently have a funding mechanism. The location of these projects listed below is highlighted in Figure 4.

- Improvements to SH 21, SH 47 and various interchanges near the Texas A&M System's RELIS Campus.
- I-14, section through Brazos County.
- Outer loop (proposed I-214) around Bryan-College Station, included in the MPO thoroughfare plan.
- SH 6 (Rudder Freeway), additional mainlanes, interchange and frontage road improvements.
- FM 2818, mainlanes.
- SH 40, mainlanes.
- Additional grade separations along University Drive, for example at Agronomy Road and Texas Avenue.

The RMA as a Forum for Resolving Local Transportation Issues. The RMA, as envisioned for Brazos County, may serve as a forum for supporting local coordination of key issues and may assist in finding funding to address these issues. Examples include the following.

- Making effective use of developing and emerging technologies will be a key to meeting mobility needs. Brazos County is fortunate to have the research capabilities of Texas A&M University and the Texas A&M Transportation Institute, both national leaders in the development and testing of innovative technologies. The RMA might provide a mechanism for helping to assure coordination between this research and the implementing agencies.
- At present, transit service is provided in the County by both Brazos Transit District and Texas A&M University. The RMA might serve as a forum for all key parties to decide what transit operations in the region might look like in the future and how they might be funded and managed.

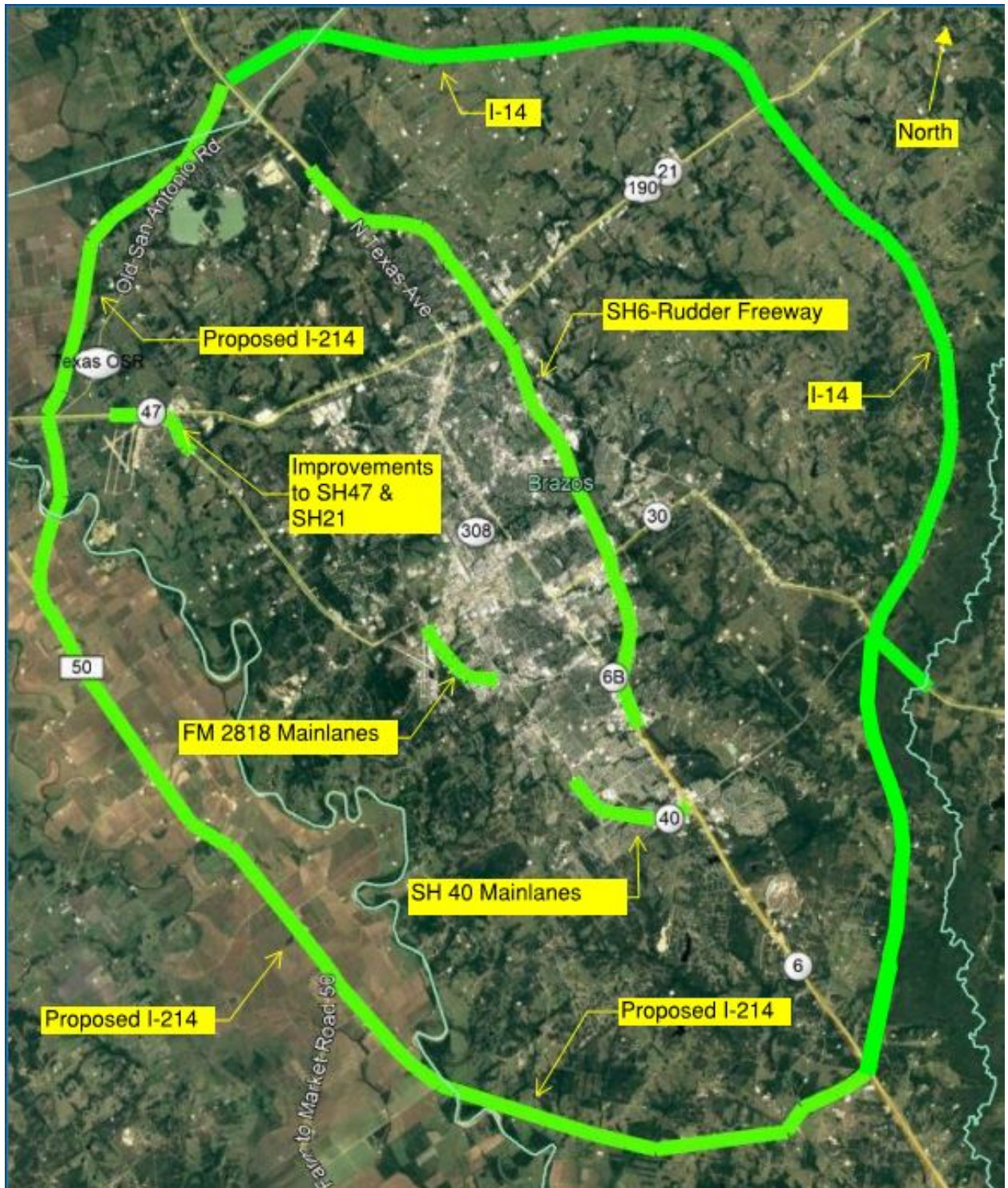


Figure 4 – Location of additional projects that the Regional Mobility Authority may consider implementing, which said projects align with those listed in the Bryan/College Station Metropolitan Planning Organization.

- f. Statement of known opposition regarding proposed projects
- g. Statement of preliminary financing plan, if available
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- i. RMA board structure
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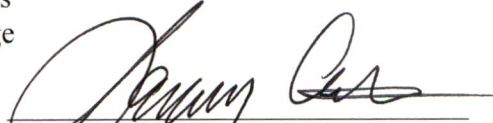
Passed and approved this 16th day of October, 2018



Duane Peters
County Judge



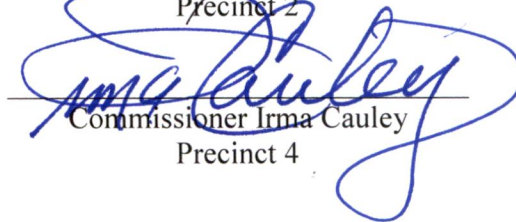
Commissioner Steve Aldrich
Precinct 1



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Precinct 2



Commissioner Nancy Berry
Precinct 3



Commissioner Irma Cauley
Precinct 4

Attest:



Karen McQueen, County Clerk



THE TEXAS LEGISLATURE

September 14, 2018

Mr. J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 E. 11th Street
Austin, Texas 78701

RE: Petition to Form the Brazos Regional Mobility Authority — Letter of Support

Dear Chairman Bugg,

We write today in support of the petition submitted to the Texas Transportation Commission requesting approval for the formation of the Brazos Regional Mobility Authority (BRMA), which would operate within our districts.

A modern and efficient transportation system is essential to the growth and development of a local economy. Further, Texas A&M University System and its agencies are vital to the future economy of Texas. Utilizing judicious application of eminent domain, and without the establishment of a new taxing entity, we believe an RMA is an appropriate entity for creation at this time. The formation of the BRMA will facilitate greater collaboration between local leaders and governments, and assist in providing solutions to the region's transportation needs.

We support this petition and would appreciate your full consideration for approval in a timely manner. Thank you for your service to the state. If you have any questions, please feel free to contact our offices.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Schwertner".

Charles Schwertner
State Senator, District 5
(512) 463-0105

A handwritten signature in black ink, appearing to read "John Raney".

John Raney
State Representative, District 14
(512) 463-0698



CHAMBER OF COMMERCE

BRYAN/COLLEGE STATION

4001 East 29th Street, Suite 175

Bryan, Texas 77802

(979) 260-5200

October 4, 2018

Judge Duane Peters
County Judge
Brazos County
300 E. 26th Street
Bryan, Texas 77803

Dear Judge Peters,

On behalf of the Bryan College Station Chamber of Commerce board of Directors, I am pleased to advise you that we are excited about the possibility of a Regional Mobility Authority (RMA) being established in Brazos County. We believe that, not only our business community, but also our entire community will benefit from a county wide independent local government agency that is a regionally focused transportation development and implementation entity. We understand that this will be a non-taxing authority that will work with our local TxDot District and our local Metropolitan Planning organization (MPO) for the benefit of our community and believe that efforts of that organization will lead to additional funding for projects in our community and allow for more infrastructure improvements in Brazos County.

As the voice of the business community, the Chamber recognizes the importance of having organizations that work for the improvement of mobility in our community. Therefore, at our regularly scheduled Board meeting on August 21, 2018, our Board of Directors unanimously approved a motion to forward you this letter expressing our support of the efforts to create a Regional Mobility Authority for our Brazos County. We thank you for the opportunity to express our support and will be happy to provide any additional information you may desire.

With warm regards,

Glen Brewer
President/CEO



TEXAS HOUSE OF REPRESENTATIVES
KYLE KACAL
DISTRICT 12

Honorable Duane Peters
Brazos County Judge
200 S. Texas Avenue
Bryan, TX 77803

Dear Judge Peters:

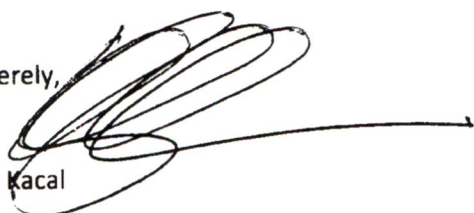
To maintain a high quality of life and encourage economic development in Brazos County, the leadership recognizes that we need to maintain acceptable mobility. Congestion has been noticeably increasing and we desire to do all we can to address this problem.

While we are doing a great deal locally to meet infrastructure needs, those needs greatly exceed our ability to fund them using only traditional funding sources. To help assure that we can effectively use all available funding mechanisms for meeting our mobility needs, Brazos County is moving forward to create a Regional Mobility Authority (RMA).

This topic has been widely discussed in the community and has already drawn broad support from key entities, including the City of College Station, the City of Bryan, The Texas A&M University System and Texas A&M University. We realize congestion is increasing noticeably, and now is the time to act. The Brazos County RMA can work effectively with the MPO and our local TxDOT district.

I desire to add my support to this initiative to create an RMA in Brazos County. I look forward to working with Brazos County to create this RMA. When I can be of any assistance, please let me know.

Sincerely,


Kyle Kacal

JOHN RANEY

CAPITOL OFFICE:
P.O. Box 2910
AUSTIN, TEXAS 78768-2910
512-463-0698
512-463-5109 FAX

The State of Texas House of Representatives

DISTRICT OFFICE:
4103 SOUTH TEXAS AVENUE, SUITE 103
BRYAN, TEXAS 77802
979-260-5040
FAX: 979-260-5097

June 19, 2018

Honorable Duane Peters
Brazos County Judge
200 South Texas Avenue, Suite 332
Bryan, Texas 77803

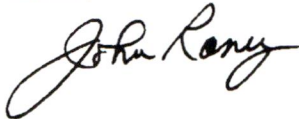
Dear Judge Peters,

As you are aware, economic competitiveness and quality of life depend on an efficient transportation system and the current and future infrastructure needs of Brazos County greatly exceed the ability to fund them using the traditional sources of funding.

To help ensure all available transportation funding mechanisms are being utilized efficiently and effectively, Brazos County is moving forward to create a Regional Mobility Authority (RMA) who will work directly with the Metropolitan Planning Organization and our local TxDOT district. I would like to add my support to this initiative.

I look forward to working with Brazos County in creating the RMA and I am available anytime should my office be of assistance throughout the creation process.

Sincerely,



John Raney
State Representative, House District 14



CITY OF BRYAN

The Good Life. Texas Style.

Office of the Mayor

July 12, 2018

Judge Duane Peters
County Judge, Brazos County
200 S. Texas Ave.
Suite 332
Bryan, TX 77803

RE: Creation of a Regional Mobility Authority

Dear Judge Peters:

On Tuesday, June 12, 2018, the Bryan City Council authorized me to send this letter in support of Brazos County's efforts to create a regional mobility authority ("RMA"). The Bryan City Council recognizes that our region is experiencing significant growth. As you have noted in the past, Brazos County's population is expected to double by the year 2050. As we're beginning to see the impacts of this growth through increased congestion on our roadways, we are in full support of the efforts to identify a means to address our transportation infrastructure challenges. An RMA has the potential to be part of that solution.

An RMA can complement the productive work our local, regional, and state partners, are undertaking to address our growing transportation issues. A solid partnership between the Cities of Bryan and College Station, Texas A&M University, the Bryan/College Station Metropolitan Planning Organization ("BCSMPO"), and the Texas Department of Transportation ("TXDOT") Bryan District will be essential in successfully advancing projects of an RMA. These partnerships will be especially vital when it comes to identifying funding to support the RMA. Initially, the RMA will need funds to develop the organization, hire core staff and consultants, and establish and implement administrative policies and procedures so that the RMA can responsibly manage the development of projects that can cost several hundred million dollars. Since RMAs have no taxing authority or other ability to generate revenues at its outset, funding these start-up activities will fall to us, the local partners. There are tools available to us to address these costs, such as establishing a transportation reinvestment zone to provide funding for an initial project and its associated costs. We may also be able to provide "seed money" in the form of a grant to the RMA. We are willing to examine all available options and look forward to discussing this issue with you as we move forward with this effort.

Pursuant to the laws and regulations governing RMAs, the Brazos County Commissioners Court will appoint the directors of the RMA board, with the exception of the chair who is appointed by the Governor. Since the City of Bryan is precluded by law from making an appointment to the RMA board, we want to ensure there are adequate safeguards in place so that we are effectively represented in the decision making process of the RMA. We will likely participate in providing

Judge Duane Peters
July 12, 2018
Page 2

financial support for the RMA and the RMA projects will certainly impact the citizens of Bryan. Therefore, we are expressing our strong desire that the governance structure of the RMA allow for appointment of board member(s) based on the recommendation of the City of Bryan. Note that our support for creation of the RMA is not contingent on this point but we encourage you to consider our position and are available to discuss this further as the petition to create the RMA is developed.

We commend the Brazos County Commissioners Court on its leadership in pursuit of a solution to our mobility needs. The City of Bryan is ready and willing to assist in these efforts. If you have any questions regarding this letter or need further information, please contact me at (979) 209-5130.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Nelson", with a stylized flourish at the end.

Andrew Nelson
Mayor, City of Bryan

cc Karl Mooney, Mayor, City of College Station
Commissioner Nancy Berry, Chair, BCSMPO Policy Committee
Dan Rudge, Executive Director, BCSMPO
Lance W. Simmons, P.E., District Engineer, TxDOT Bryan District



June 6, 2018

The Honorable Judge Duane Peters
Brazos County Judge
200 S. Texas Ave. Suite 332
Bryan, Texas 77803

Re: College Station City Council Supports Creating a Regional Mobility Authority

Dear Judge Peters,

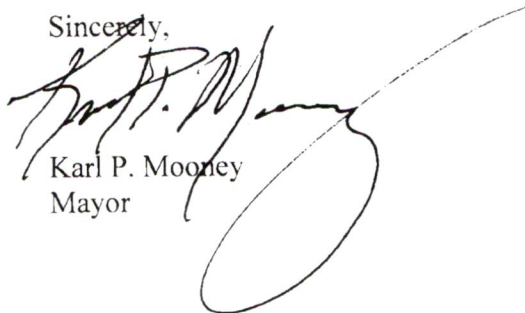
On April 26, 2018, at the College Station City Council Workshop meeting the Council unanimously voted to support creating a regional mobility authority in Brazos County. Council was briefed on a regional mobility authority by Dennis Christiansen and Doug Bramwell and expressed strong support for its establishment.

College Station has the fourth largest downtown area in Texas. This is due to the 65,000 students attending Texas A&M University. Traffic problems are increasing in our area with continual rapid growth. Congestion was the greatest concern in a recent College Station citizen survey. The city has traffic congestion in many new areas that did not exist five years ago. The traffic data compiled by Texas A&M Transportation Institute shows the rapidly growing traffic problems.

Local governments need to work together to address this significant transportation problem by developing the needed infrastructure. A regional mobility authority is a tool allowing us to provide acceptable mobility levels. Regional mobility is important for attracting economic development and high quality of life.

The City of College Station looks forward to working with Brazos County and other interested parties in the area to create a regional mobility authority. Please let me know how the City can help you move this initiative forward. Thank you for your leadership on this matter.

Sincerely,



Karl P. Mooney
Mayor

Office of the Mayor

P.O. BOX 9960 • 1101 TEXAS AVENUE • COLLEGE STATION • TEXAS • 77842
TEL. 979.764.3541 • FAX. 979.764.6377

cstx.gov



August 10, 2018

Chancellor of the
Blinn College District
Mary Hensley, Ed.D.

BOARD OF TRUSTEES

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David A. Hays
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William R. Powell
David A. Hays

Honorable Duane Peters
Brazos County Judge
200 S. Texas Avenue
Bryan, TX 77803

Re: Blinn College Support for Creation of a Regional Mobility Authority

Dear Judge Peters,

The Blinn College District enrolled approximately 12,000 students in Brazos County last fall and later this month will open a new facility on the RELLIS Campus designed to accommodate an additional 3,000 students. During the past 10 years, Blinn has experienced 11.6% growth, an addition of approximately 1,400 students, and continued growth is expected.

As Blinn continues to expand its services and campus locations to serve the state's education needs, it is important that we prioritize traffic flow, safety, and mobility in the region. Significant additional funding will be needed to meet the region's infrastructure needs, and we will need to effectively take advantage of all mechanisms that can help us develop this infrastructure. A regional mobility authority is one of the tools we can employ to help allow us to provide acceptable levels of safety and mobility. This is important for both Blinn College and the community.

Blinn looks forward to working with Brazos County and its regional partners to bring about the creation of a Regional Mobility Authority. Thank you for your leadership on this matter, and please let me know how Blinn College can assist in the future.

Sincerely,

Mary Hensley, Ed.D.
Chancellor
Blinn College District

OFFICE OF THE CHANCELLOR

2002 College Avenue • Bryan, Texas 77803 • 409-830-4112 • Fax 979-830-4116 • chancellor@blinn.edu



BRAZOS VALLEY
ECONOMIC DEVELOPMENT
CORPORATION

The Honorable Duane Peters
Brazos County Judge
200 S. Texas Avenue
Bryan, TX 77803

July 23, 2018

**Re: Brazos Valley Economic Development Corporation Support for Creation of a
Regional Mobility Authority**

Dear Judge Peters:

Bryan/College Station is a rapidly growing urban area. In the face of this growth, it is imperative that we do all we can to maintain acceptable levels of mobility. This is key to both our ability to attract economic development as well as to offer the residents of our community a high quality of life. As the Brazos Valley Economic Development Corporation promotes economic opportunities in our region, the ability to assure acceptable mobility is of vital importance.

Significant additional funding will be needed to meet the region's infrastructure demands. We will need to effectively take advantage of all mechanisms that can help us develop this infrastructure. A regional mobility authority is one of the tools we can employ to assist in providing acceptable levels of safety and mobility.

The Brazos Valley Economic Development Corporation looks forward to working with Brazos County and other interested parties in the area to bring about the creation of a regional mobility authority. Please contact the BVEDC if we can help you move this initiative forward in any way.

Thank you for your leadership on this matter.

Sincerely,

Glen Davis
Chairman of the Board

cc: Board of Directors



BRYAN / COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

RESOLUTION

2018-10

A RESOLUTION SUPPORTING THE FORMATION OF A REGIONAL MOBILITY AUTHORITY IN BRAZOS COUNTY

- WHEREAS,** the Bryan-College Station Metropolitan Planning Organization (BCSMPO) Policy Board is designated by the Governor of Texas, in accordance with federal law, as the transportation planning decision-making body for the Bryan-College Station/Brazos County metropolitan planning area; and
- WHEREAS,** multiple planning partners, including the City of College Station, the City of Bryan, the Texas A&M flagship campus and the Texas A&M University System have already voiced their support for the formation of a Regional Mobility Authority (RMA) in Brazos County; and
- WHEREAS,** the MPO Policy Board tasked the Technical Advisory Committee (TAC) to evaluate the feasibility of a RMA in Brazos County; and
- WHEREAS,** the TAC examined RMAs, including how an RMA is utilized in other communities in Texas and determined that an RMA can be an implementation partner with the Bryan-College Station MPO by identifying additional funding streams for MPO identified regional priority projects; and
- WHEREAS,** the TAC concluded an RMA is in the best interest of Brazos County communities because such an entity can undertake many types of transportation improvement projects involving multiple modes of transportation and obtain funding from numerous different sources to benefit the citizens of Brazos County and the State of Texas for the increase of commerce, prosperity and for the improvement of health, living conditions and public safety.

NOW, THEREFORE, BE IT RESOLVED that the BCSMPO Policy Board:

SECTION 1: Supports the formation of the Brazos County Regional Mobility Authority; and

SECTION 2: Encourages the Brazos County Judge to execute a petition to the Texas Transportation Commission to form the Brazos County Regional Mobility Authority, and that the Petition will contain all elements required by law; and

SECTION 3: Affirms this resolution shall be effective immediately upon adoption.

Resolution 2018-10
A Resolution Supporting a Regional Mobility Authority in Brazos County

DONE AND APPROVED, this 11th day of July, 2018.

Nancy Berry
Commissioner Nancy Berry, Chair
Bryan-College Station MPO, Policy Board

MOVED BY: Greg Owens

SECONDED BY: Karl Mooney

POLICY COMMITTEE VOTE:

For Commissioner Nancy Berry, Chair
For Councilmember Greg Owens, Vice Chair
For Mayor Karl Mooney
For Dr. Bill Stockton
For Mr. Lance Simmons

ATTEST: Lisa H. Lyon



Office of the Chancellor
THE TEXAS A&M UNIVERSITY SYSTEM

May 17, 2018

The Honorable Duane Peters
Brazos County Judge
200 S. Texas Avenue
Suite 332
Bryan, TX 77803

Re: A&M System Support for Creation of a Regional Mobility Authority

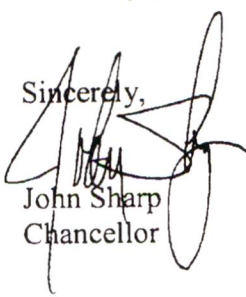
Dear Judge Peters:

The rapid growth being experienced at Texas A&M has contributed to both safety and congestion issues throughout the Bryan-College Station area. We have traffic congestion in many parts of the urban area that did not exist five years ago. The data compiled by the Texas A&M Transportation Institute clearly show the traffic problem is growing at a rapid rate. The Texas A&M System also has concerns over safety near our campuses, plus adequate mobility to support developing areas such as the RELLIS Campus.

Significant additional funding will be needed to address the region's infrastructure needs. We will need to effectively use all mechanisms that can help us develop this infrastructure. A regional mobility authority is one of the tools we can employ to help allow us to provide acceptable levels of safety and mobility. This is important for both being able to attract economic development and to offer our citizens a high quality of life.

The Texas A&M University System looks forward to working with Brazos County and other interested parties in the area to bring about the creation of a Regional Mobility Authority. Let me know how The Texas A&M System can help you move this initiative forward. Thank you for your leadership on this matter.

Sincerely,



John Sharp
Chancellor



TEXAS A&M UNIVERSITY

MICHAEL K. YOUNG
President

June 15, 2018

Honorable Duane Peters
Brazos County Judge
200 S. Texas Avenue
Bryan, TX 77803

Dear Judge Peters:

Texas A&M University is currently one of the five largest universities in the United States. From a traffic and mobility standpoint, the size of our campus population is equivalent to the fourth largest downtown population in the state of Texas and transit system is the seventh largest bus operation in the state (in terms of passenger volume).

While our growth has brought many economic benefits to the Bryan/College Station/Brazos County area, it has introduced transportation safety and mobility concerns. Alternate sources of funding will be needed to meet our region's infrastructure needs and address these concerns. The creation of a Regional Mobility Authority is one tool that we can use to potentially access such funding sources that will be benefit both Texas A&M University and our community.

In this spirit, Texas A&M University looks forward to working with Brazos County and other interested parties in our community to bring about the creation of a Regional Mobility Authority. Please do let me know how Texas A&M can assist in this process. We truly appreciate your leadership on this endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read "M. K. Young", with a large, stylized flourish at the end.

Michael K. Young

cc: Dr. Jerry Strawser



Texas Department of Transportation

2591 N EARL RUDDER FREEWAY, BRYAN, TEXAS 77803-5190 | 979.778.2165 | WWW.TXDOT.GOV

June 6, 2018

Honorable Duane Peters
Brazos County Judge
200 S. Texas Avenue
Bryan, TX 77803

Re: Bryan TxDOT District Support for Creation of a Regional Mobility Authority

Dear Judge Peters:

Safety and mobility issues are growing rapidly in Brazos County. The governmental entities in the County have developed a close and effective working relationship in addressing these concerns.

Nevertheless, Texas A&M Transportation Institute data suggest that congestion in the County is increasing at about 6% per year, essentially doubling every 12 years. We now routinely have congestion on roadways that was not there just five years ago. At the same time, the leadership in the area has clearly stated that maintaining acceptable mobility is important as we strive to provide both a high quality of life and encourage additional economic development.

It will be important for us to effectively take advantage of all funding tools in addressing our safety and mobility concerns. After extensive local discussion, widespread agreement has taken place to create a Brazos County Regional Mobility Authority.

The Bryan TxDOT District has been a part of all these discussions. An RMA in this County will be established to work closely with both the Bryan District and the MPO. The RMA should allow us to develop some projects we would not otherwise have funding to pursue.

I am very encouraged by the local interest that has developed in the RMA. The Bryan TxDOT District fully supports the efforts to establish the Regional Mobility Authority.

The Bryan TxDOT District looks forward to working with Brazos County and other interested parties in the area to bring about the creation of a Regional Mobility Authority. Let me know how I can help you move this initiative forward. Thank you for your leadership on this matter.

Sincerely,

Lance Simmons

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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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