

Brazos County Regional Mobility Authority
Draft Board Meeting Minutes

November 7, 2025

- **Call to Order**

A board meeting of the Brazos County Regional Mobility Authority (BCRMA) was held in the Brazos County Commissioner's Courtroom, 200 South Texas Avenue, Bryan, Texas, beginning at 10:01 a.m. on Friday, November 7, 2025, with the following Board members present: Karl Mooney, Chair, Presiding; Dennis Christiansen, Vice Chair; and Alan Munger, Member. The attached sheet contains the names of additional citizens/officials that were in attendance.

- **Public Comments**

There were no public comments.

- **Approval of Minutes from the August 8, 2025, RMA Board Meeting**

Minutes from the August 8, 2025, Brazos County Regional Mobility Authority Board Meeting were considered for adoption. **A motion to approve the minutes was made by Dr. Christiansen. The motion was seconded by Mr. Munger. The motion passed by a unanimous vote.**

- **Review of 2024 Strategic Plan**

The 2024 Strategic Plan was reviewed. The plan was accepted unanimously by the members present and is available to view on the RMA's website.

About a year and a half ago, Dan Rudge, Doug Bramwell, and Dennis Christiansen met with about a dozen people. Out of those meetings, the consensus was that the RMA should be kept active and that if it goes away, it would not be recreated. The thought was that until an executive director is retained, there are limitations to what the RMA can do. There should be a well-defined work action before hiring an executive director. The unanimous conclusion of the people was to keep the RMA in existence and keep it active; however, the RMA is not ready to hire an executive director as the local cost of supporting the RMA would increase significantly if that were done.

Where is Bryan, College Station, and Brazos County in all of this? A week or two ago, the Texas Transportation Institute released its new congestion studies for the nation. The study shows that between 2014 and 2024, the cost of congestion in Brazos County went up 4% per year for a total of 46%.

It is important to talk about funding, because right now there is quite a bit happening and it is still growing. Part of the reason is a huge successful partnership with TxDOT. If you look at what TxDOT has committed to both Bush-Wellborn and State Highway 6, it is approaching a billion in funding commitments to Bryan/College Station. Their annual budget as an agency is about \$14 billion, so to expect additional significant large-scale investments from TxDOT will probably not happen. Therefore, the funding mechanisms previously used to only get 4% worse each year may not be available.

If you look at the MPO plan that was approved unanimously by the Policy Board, it contains more than \$3 billion, in unfunded projects. In the next year or two, TxDOT will roll out some preliminary planning alignments for I-14/I-214, which in our area will probably cost around \$3 billion or more. So that is approximately \$6 billion in unfunded projects. The MPO has a needed study getting underway, looking at what happens on South College and University Drive to connect Century Square, the University, Northgate, and all the stuff going on around South College. Technical solutions will not be terribly difficult to identify; however, it will be terribly difficult to come up with a cost estimate and a funding source. Pretty much every project that comes forward from here on out, the question is going to be how do you pay for it?

This is an area where the RMA can be very effective and flexible, with the opportunity to use a variety of different funding sources. Those decisions will not be easy or simple. A number of counties and cities in the state have used things such as transportation reinvestment zones. That may or may not make sense here; however, it would require much discussion.

To pursue the MPO plan and needed projects, it is necessary to find funding sources. That is one area where the RMA can be very effective to lead the discussion locally and hopefully come to some decisions. The RMA offers a lot of tools that nobody else in this area can use, so there is a lot to discuss going forward.

- **Presentation by Texas Department of Transportation (TxDOT) Bryan District**

Doug Marino, Director of Transportation Planning and Development, and Juan Quiroz, District Planning Engineer, both with TxDOT Bryan District, presented information regarding current and upcoming TxDOT projects. A copy of the presentation is attached to these minutes.

- **Adjourn**

The meeting was adjourned at 10:22 a.m.



Brazos County Regional Mobility Authority

Meeting: RMA Board Meeting

Date: 11/07/2025

| Name | Agency |
|-----------------------|---------------------------|
| JO MARLOW | BRAZOS TRANSIT DISTRICT |
| DOUG BRANKELL | QUIDDITI |
| Jesse DiMeolo | city of college station |
| ANN MURGER | RMA |
| Hannah Simski: | BTD |
| Beverly Greenwood | CITIZEN |
| KYLE GREENWOOD | CITIZEN |
| Stephen Russell | citizen |
| Charles Coats | B/CS Habitat for Humanity |
| marci tiner | county auditor |
| XXXXXXXXXX | |
| Joel Martinez | Taxpayer |
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RMA Board Chair or Vice-Chair
Brazos County Regional Mobility Authority

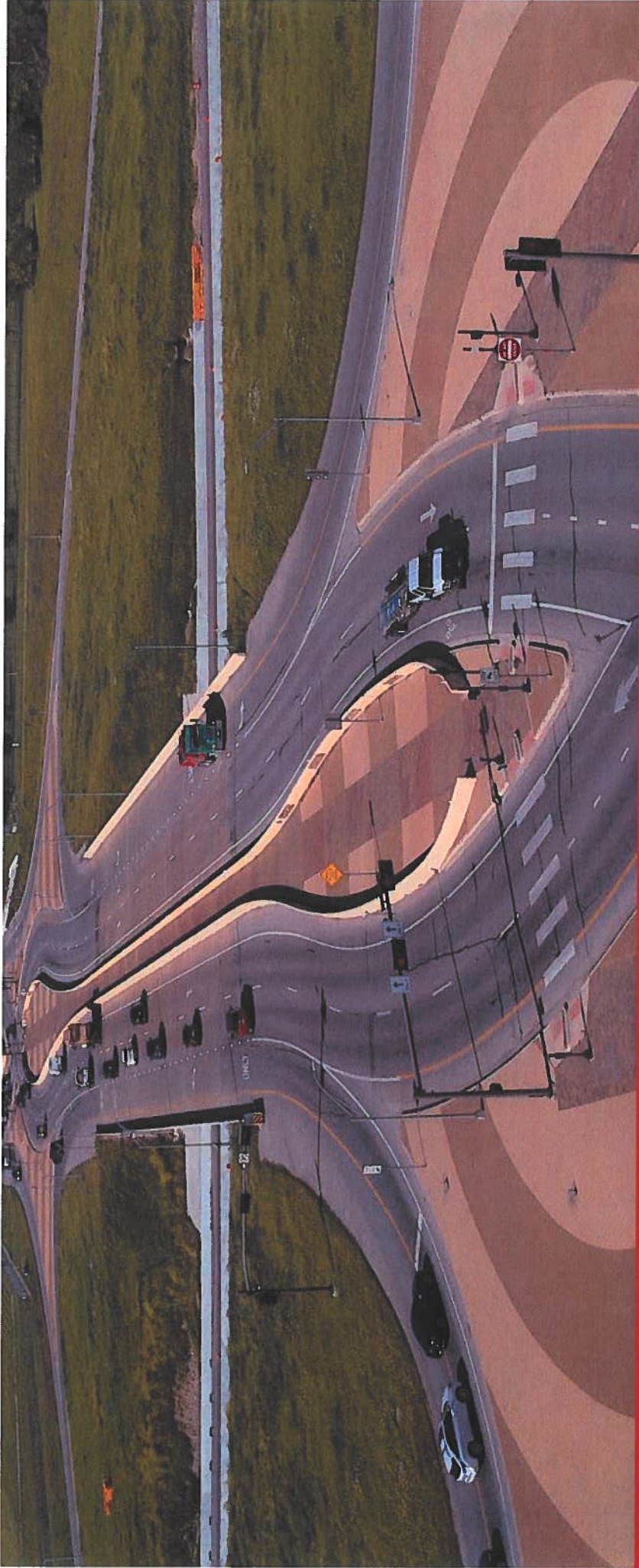
ATTEST:



RMA Board Secretary



Date



Brazos County Transportation Projects

TxDOT – Bryan District



December 1, 2025



Texas Department of Transportation

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Texas Department of Transportation

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Bryan District

- **Bryan District Office**

- 10 Counties

- **3 Area Offices**

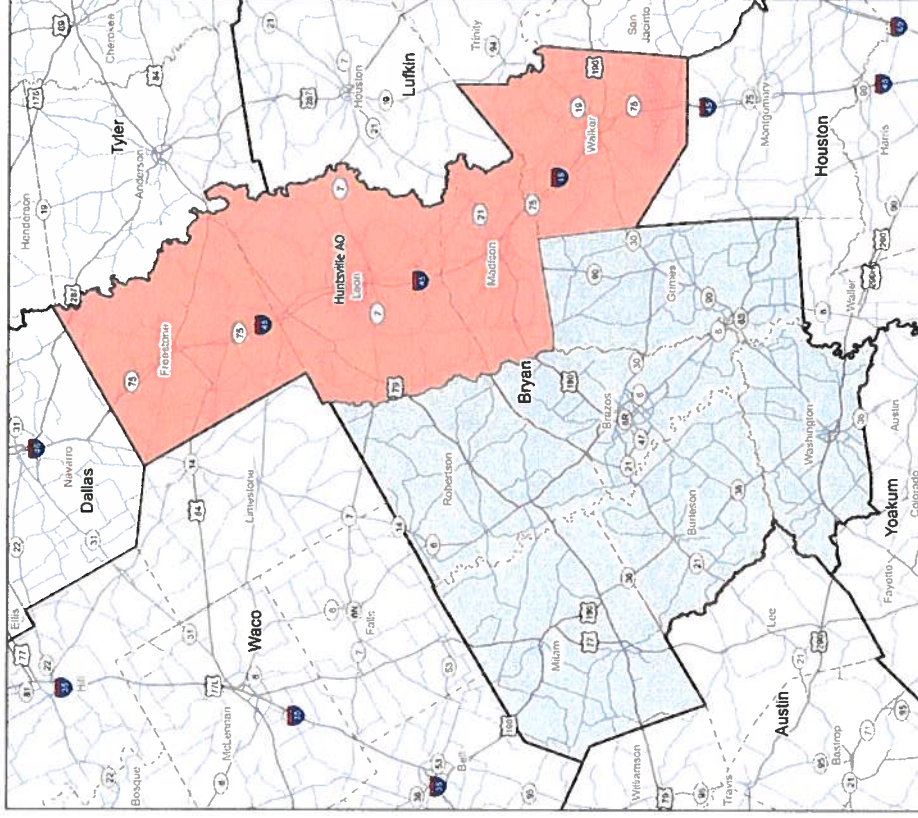
- Brenham

- Bryan

- Huntsville

- **10 Maintenance Offices**

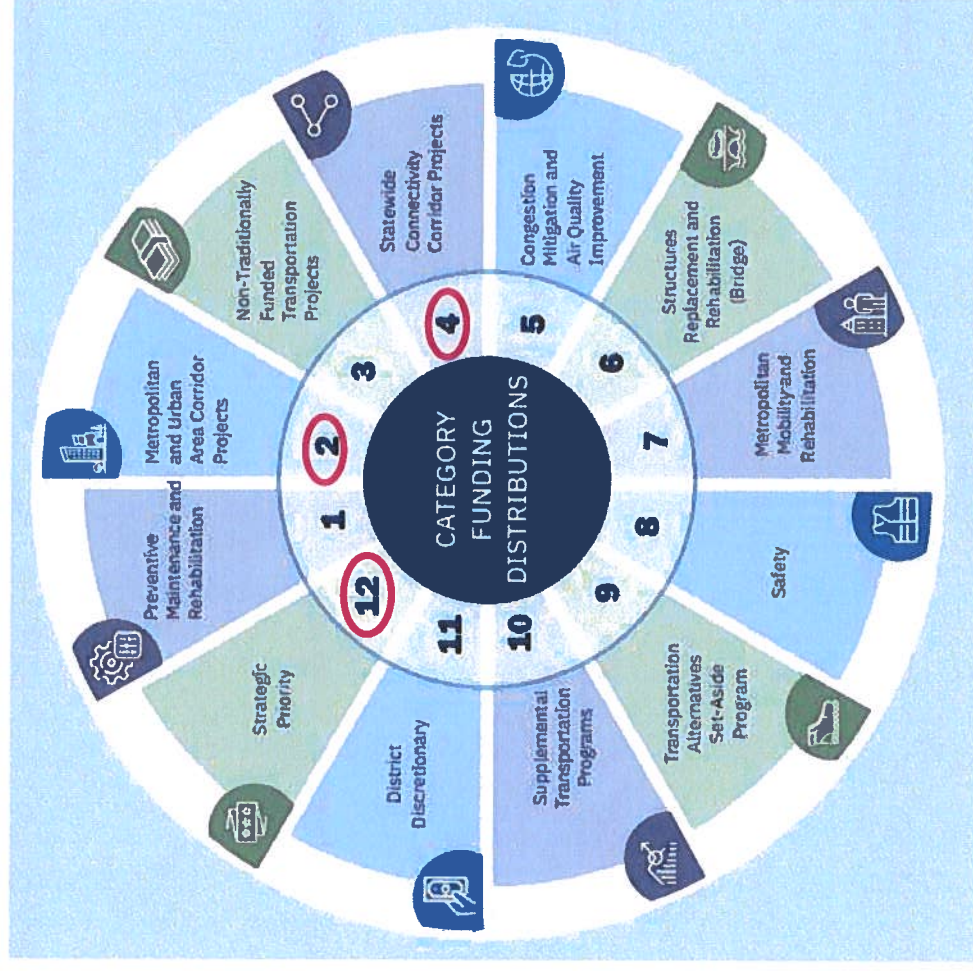
- One in each county





Project Funding and MPO

- Unified Transportation Program (UTP)
 - 10-year plan: updated annually and approved by the Texas Transportation Commission (TTC)
- Metropolitan Transportation Plan (MTP)
 - Project Funding Document
 - Updated every 5 years
- CAT 2
 - MPO selected mobility projects
- CAT 4
 - Projects mobility projects on major state highway system corridors
- CAT 12
 - Statewide strategic priority (TTC Discretionary)





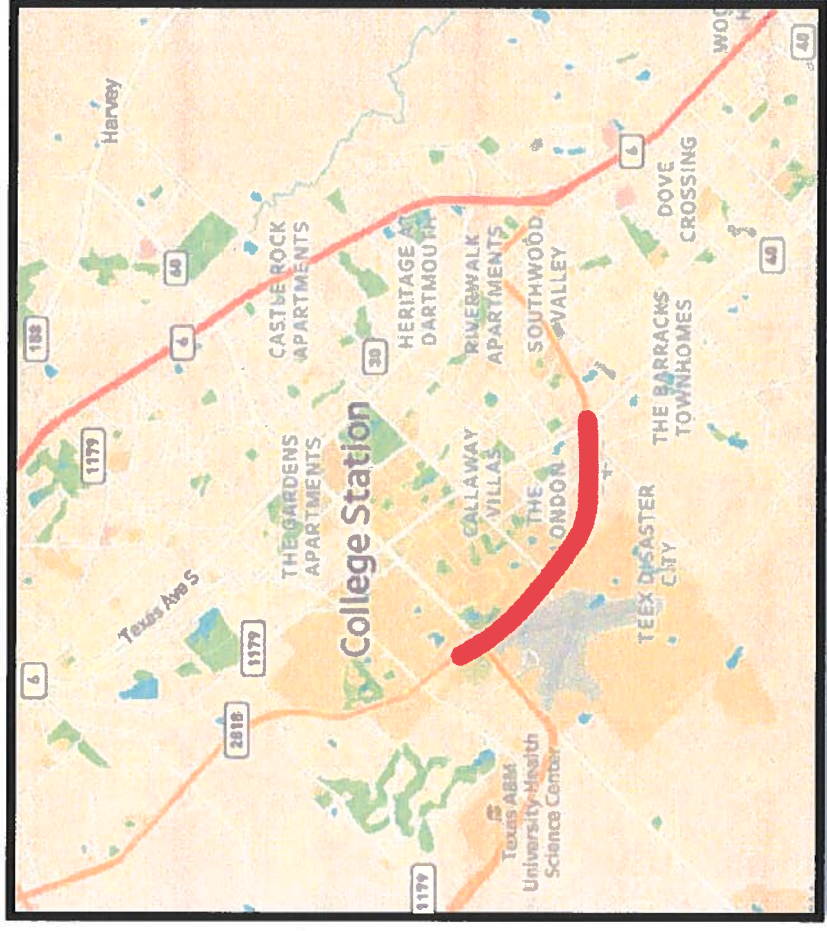
December 1, 2025

MPO Projects



FM 2818 (Harvey Mitchell Pkwy) Superstreet

- **Limits:** FM 60 (University Dr) to FM 2154 (Wellborn Rd)
- **Construction:** Completed 2025
- **Construction Cost:** \$46M
- **Key Takeaways:**
 - Added travel lanes
 - Signalized R-CUTs
 - Reduction peak corridor travel time

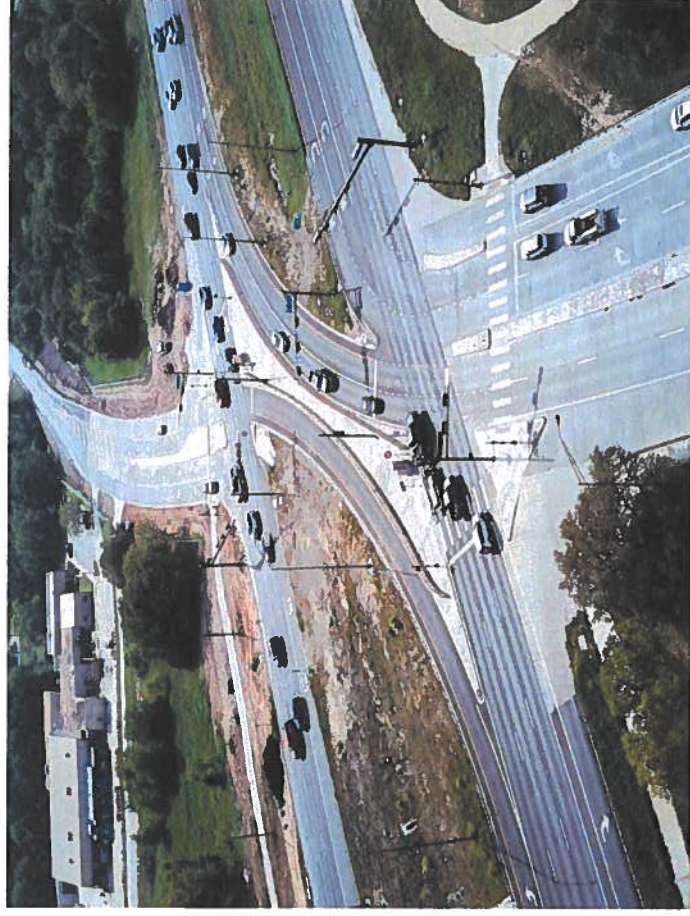
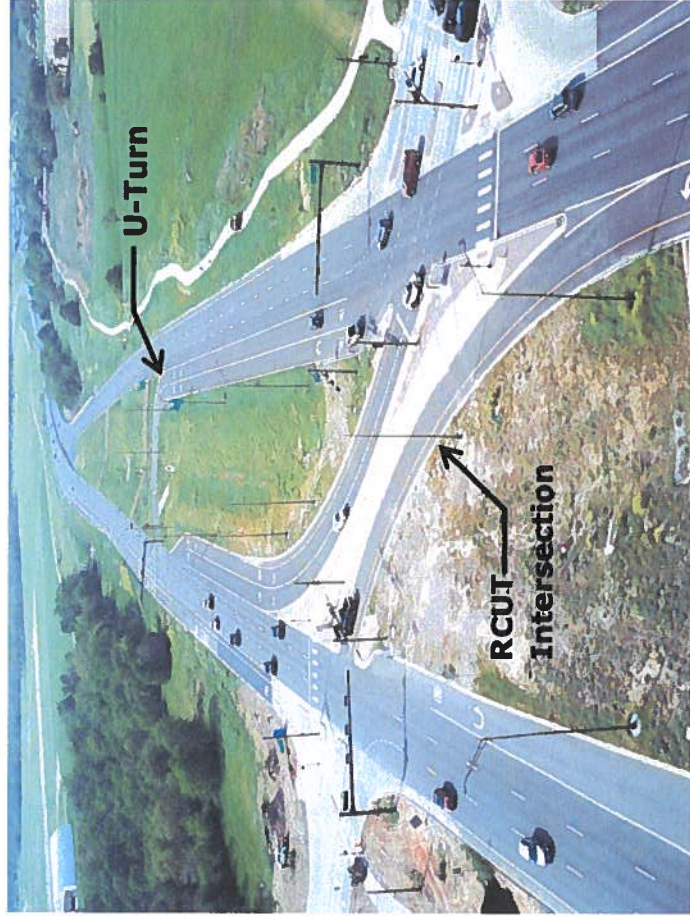




Texas Department of Transportation

Connecting you with Texas

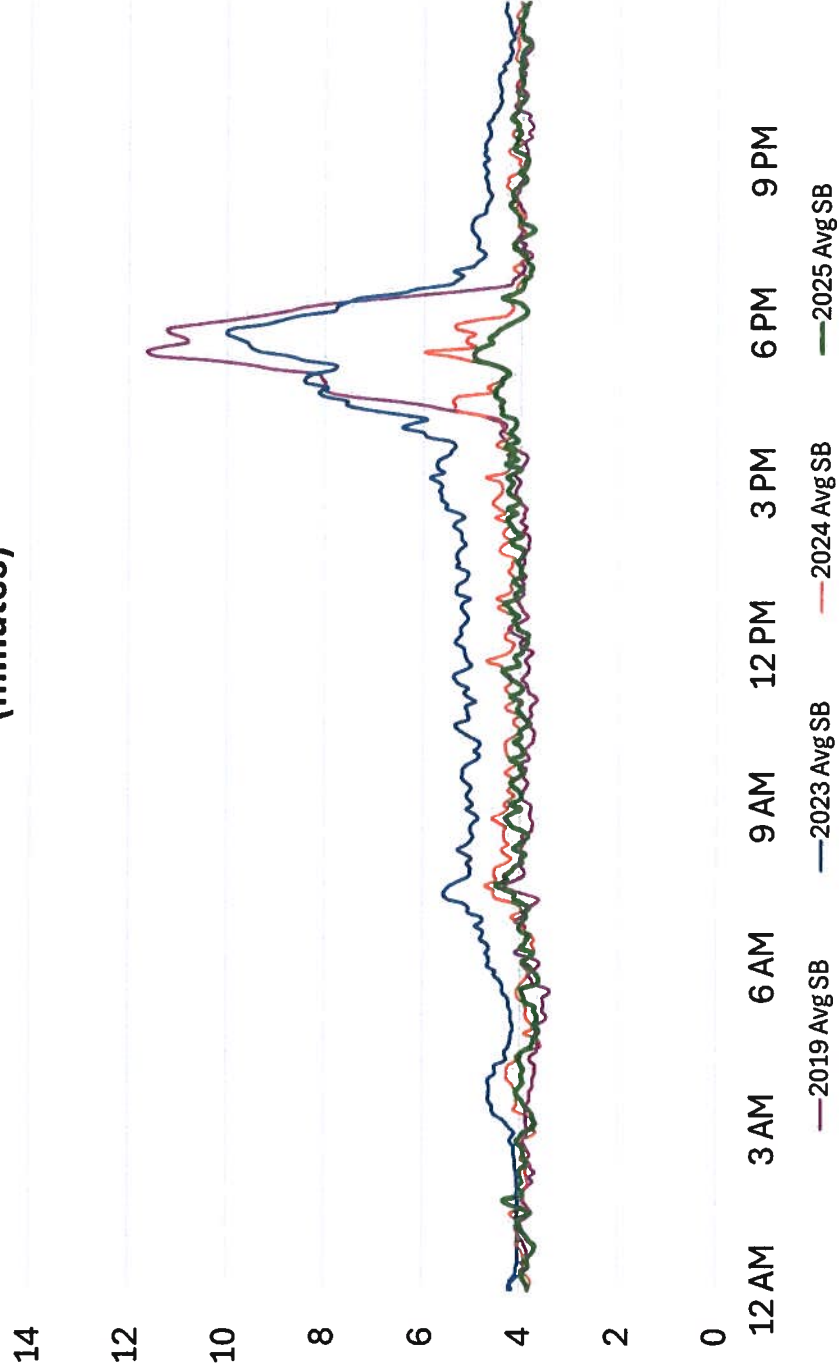
- Superstreet at George Bush Drive
Looking North



- Superstreet Looking West from
George Bush Drive



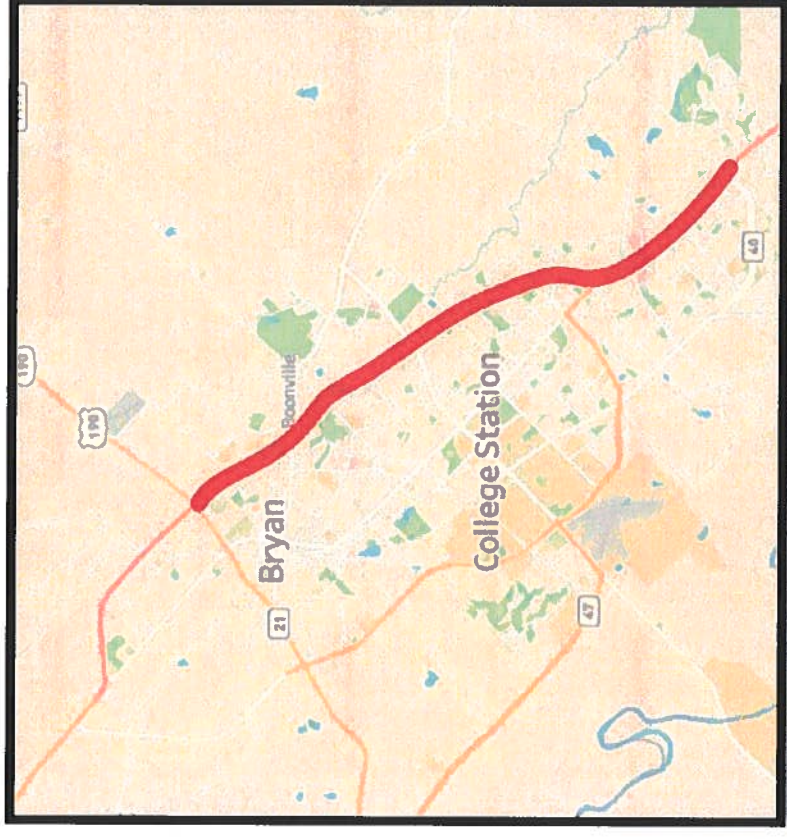
Southbound FM 2818 Average Travel Times - 2nd Week of Class (minutes)





SH 6 Central BCS Expansion

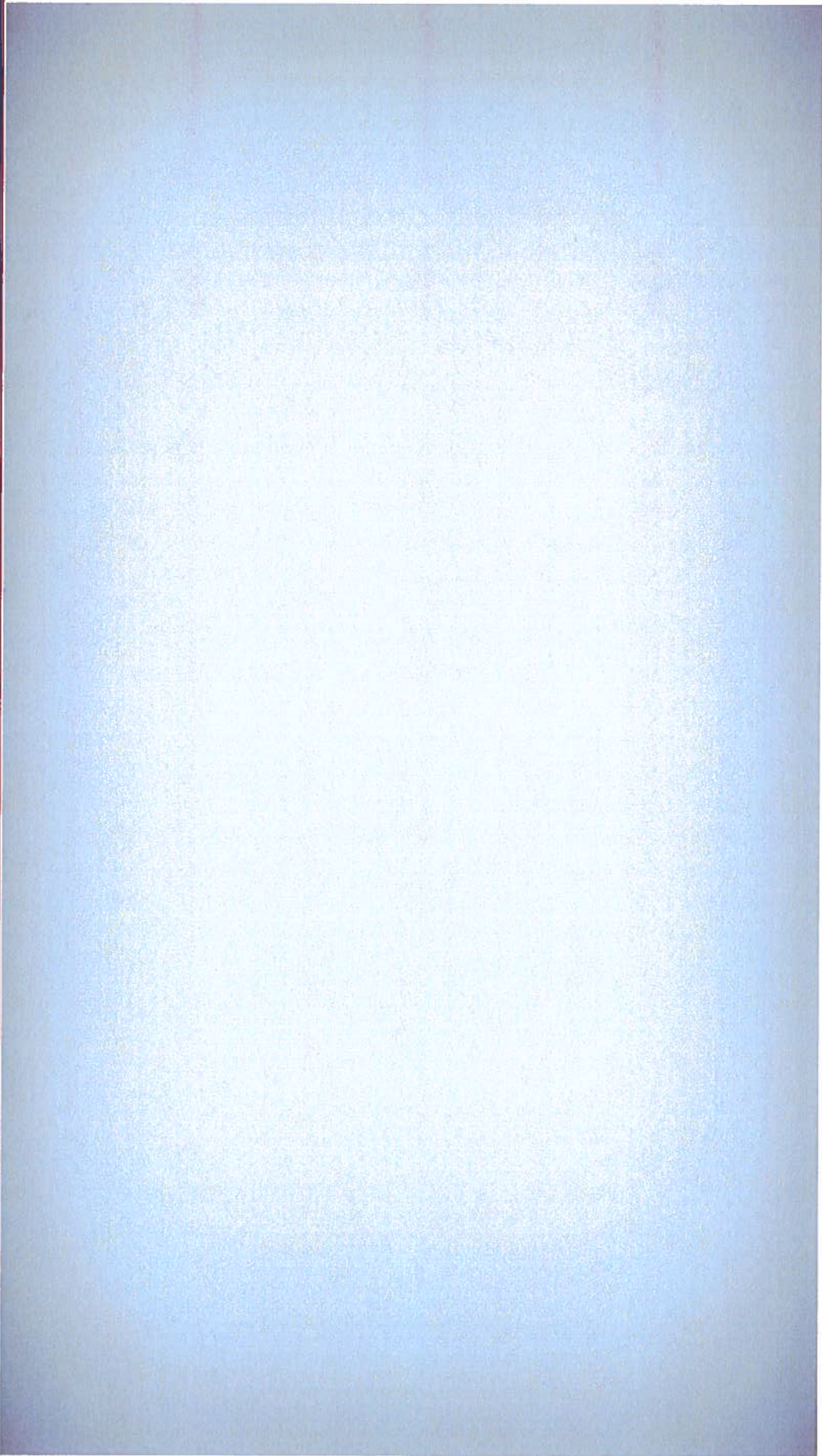
- **Limits:** SH 21 to SH 40
- **Construction Cost:** \$671M
- **Construction Start Date:** December 1, 2025
- **Key Improvements:**
 - Main lanes: 3 Lanes + Auxiliary Lane
 - Significant intersection improvements
 - Shared Use Path throughout

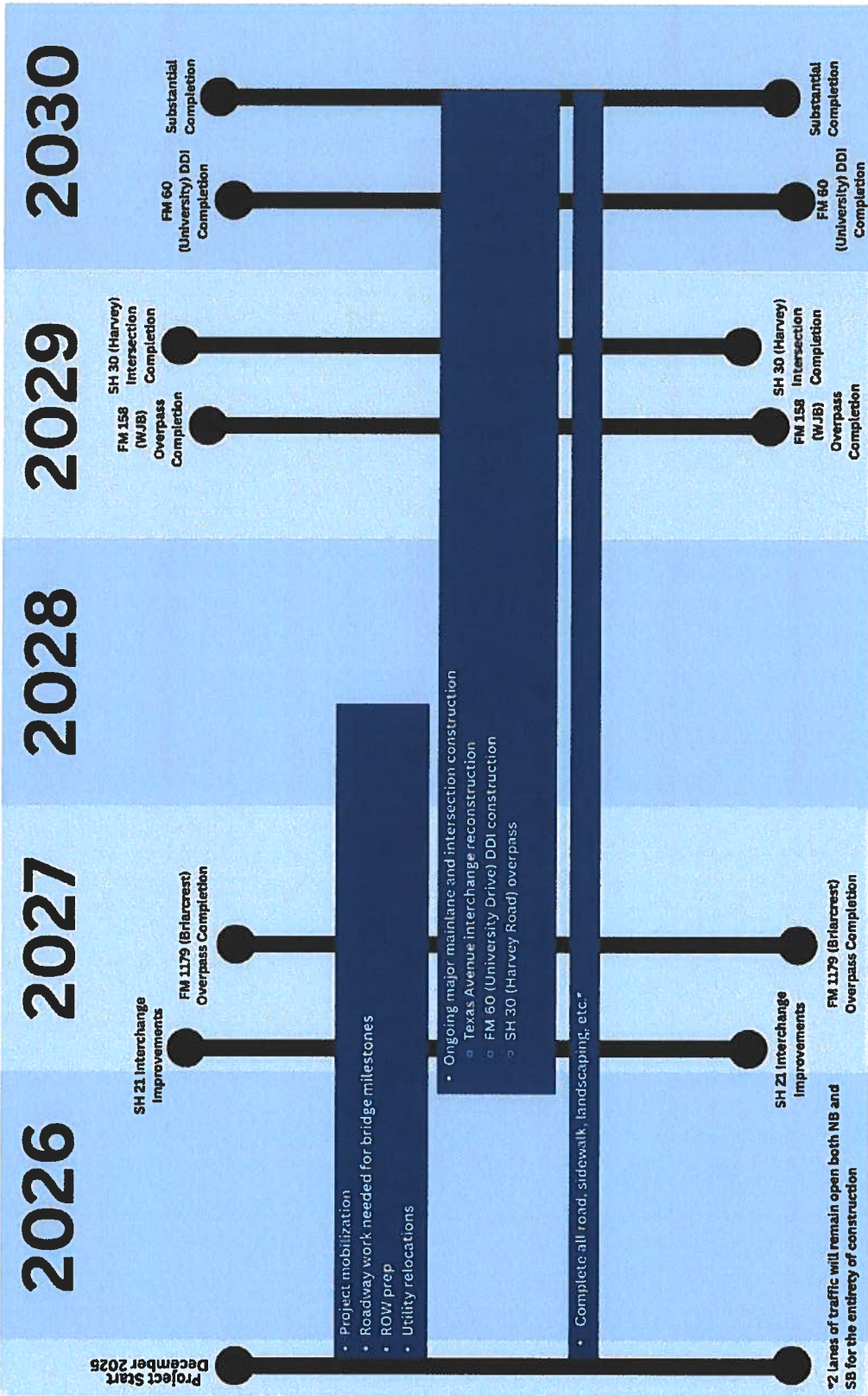




Texas Department of Transportation

Connecting you with Texas

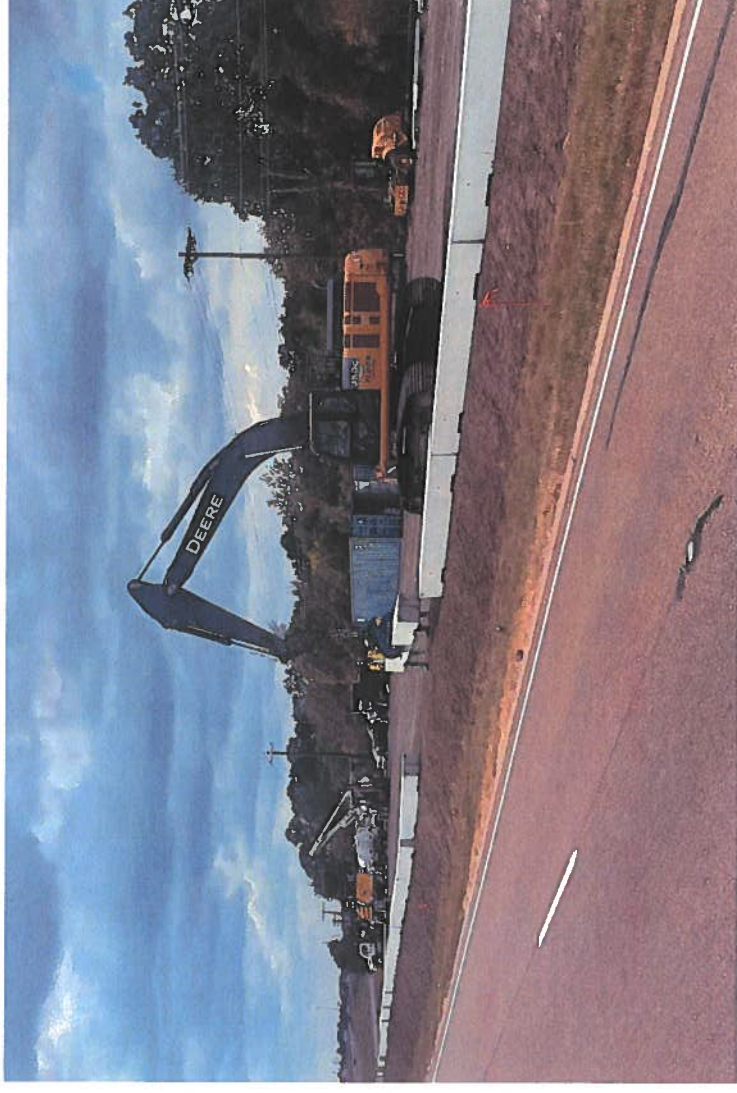






Current Activities

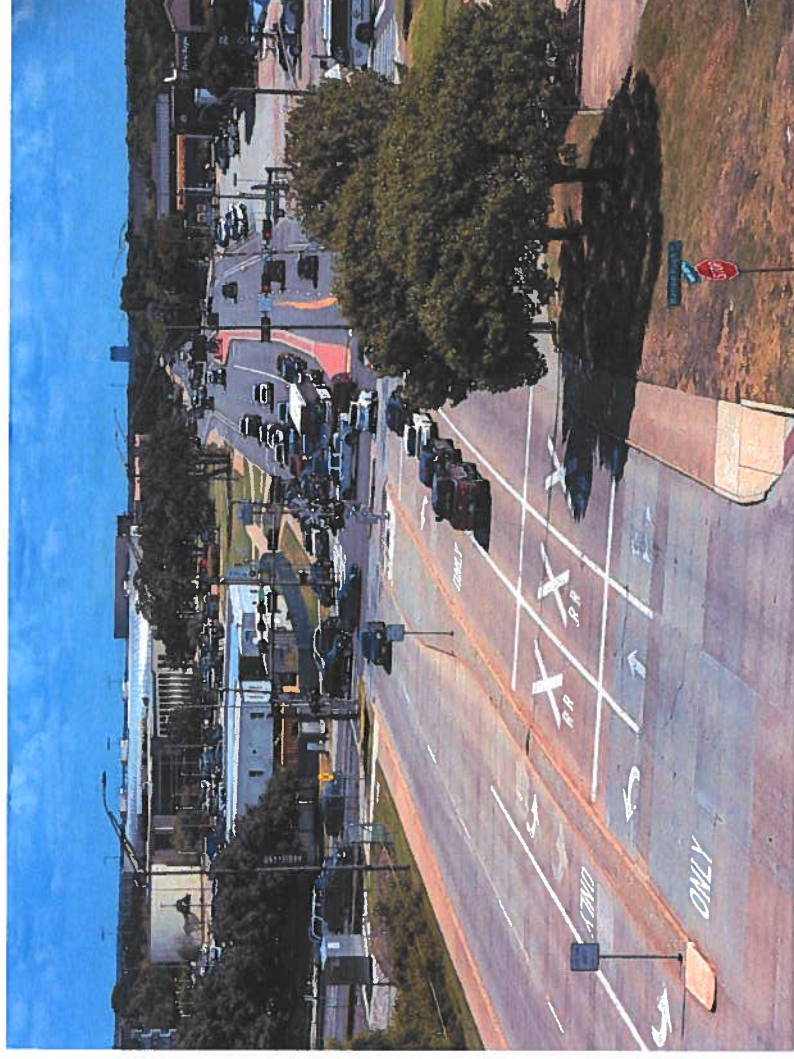
- Construction of a concrete batch plant near Harvey Mitchell Pkwy
- Utility relocations
- Prepping right of way
 - Clearing trees along corridor
- Developing a construction website
- Planning groundbreaking ceremony





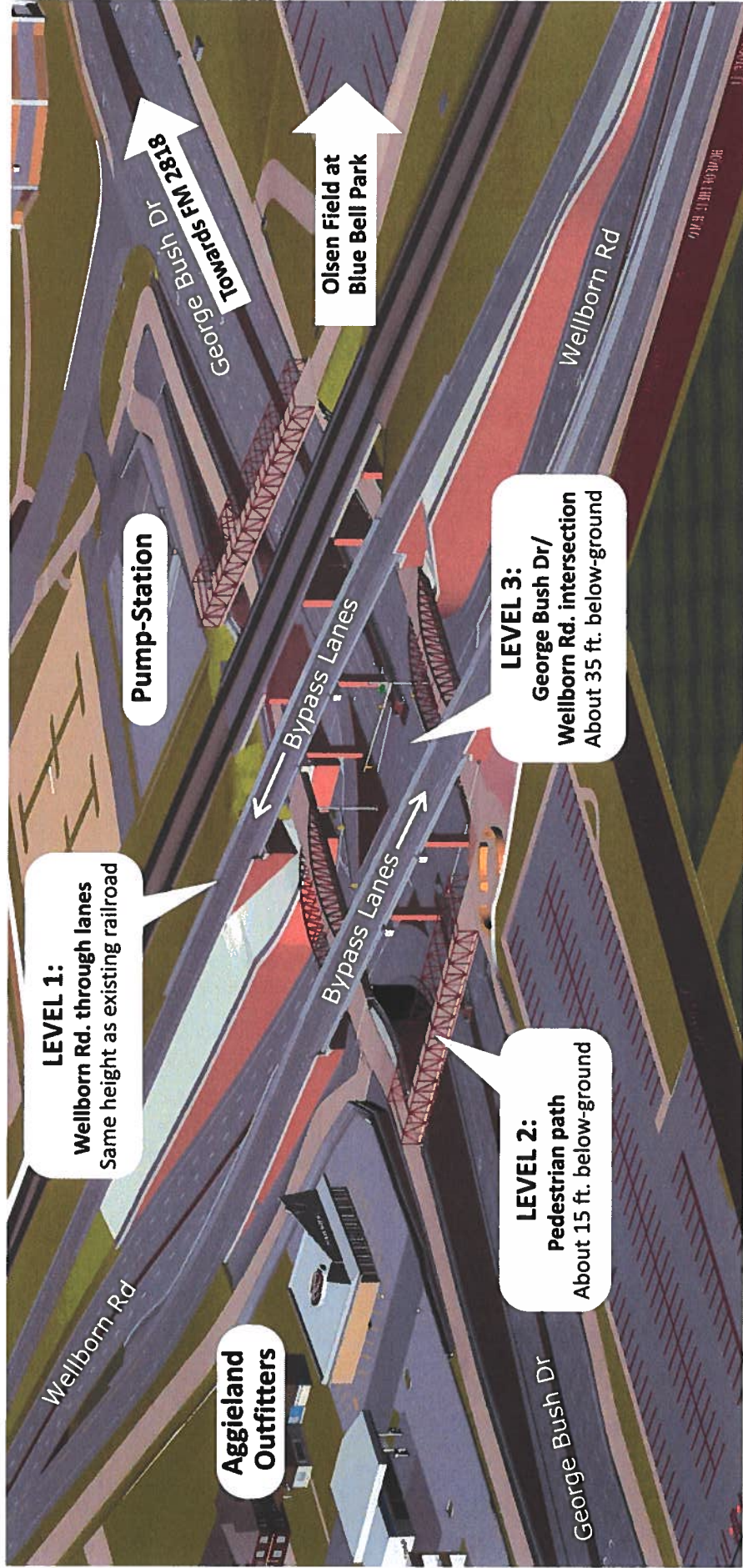
Bush-Wellborn Underpass – BWX

- **Limits:** Intersection of Wellborn Rd. & George Bush Dr.
- **Anticipated Construction Contract Award:** Summer 2027
- **Construction Estimate:** \$100M
- **Key Improvements:**
 - 3 – Level Interchange
 - By-pass lanes on Wellborn Rd
 - Pedestrian bridges
 - Signalized Intersection





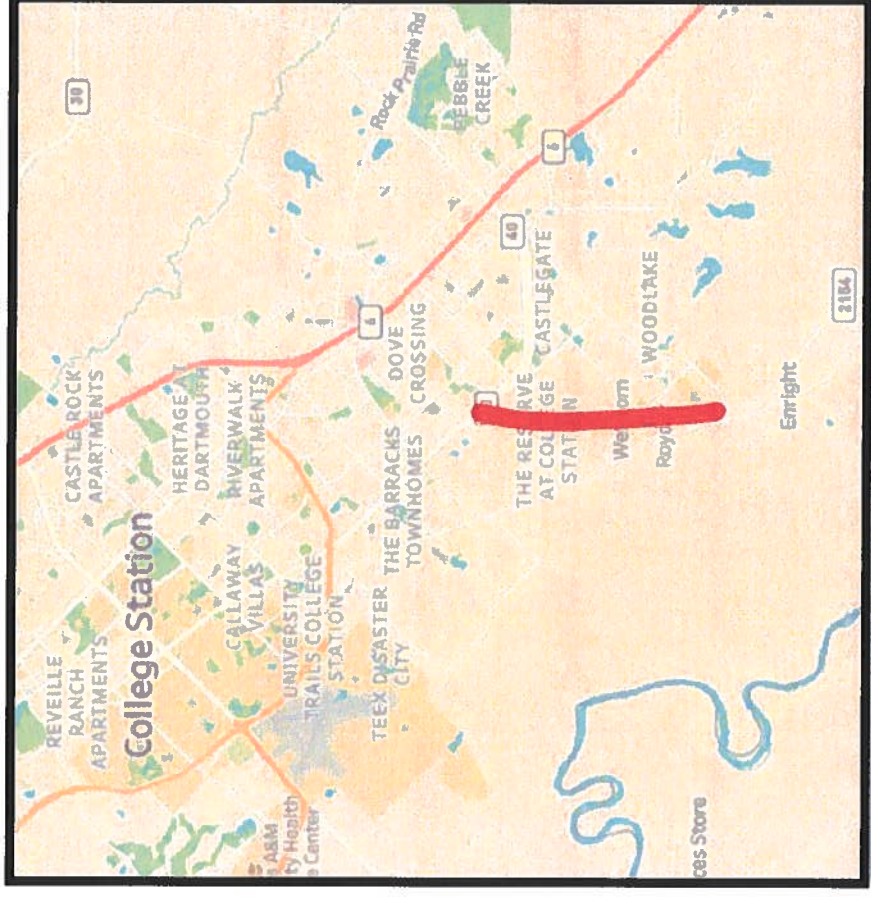
Intersection Bird's Eye View





FM 2154 (Wellborn Rd) Widening

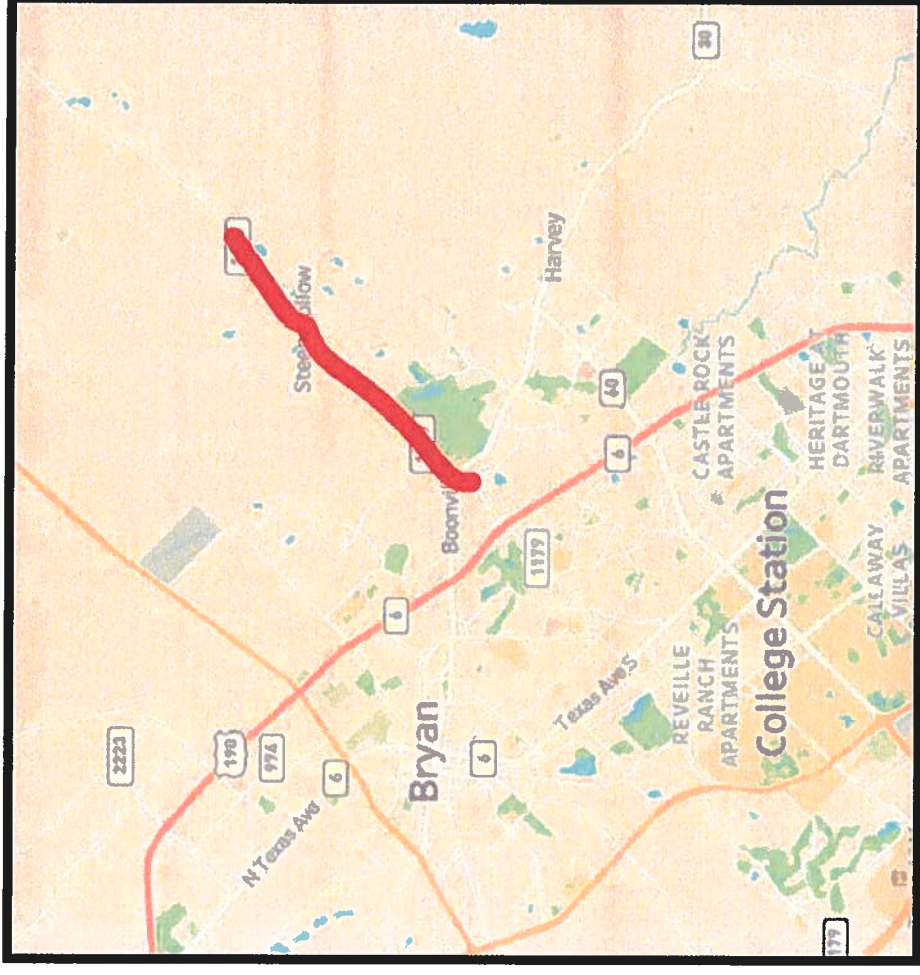
- **Limits:** SH 40 to Greens Prairie Road
- **Anticipated Construction Start:** 2030+
- **Construction Estimate:** \$40M
- **Key Improvements:**
 - Widen roadway from 2-lanes to 4-lanes
 - Add center turn lane w/median protection
 - Add traffic signals and right turn lanes
 - Construct a 10-ft wide Shared Use Path





FM 1179 Widening

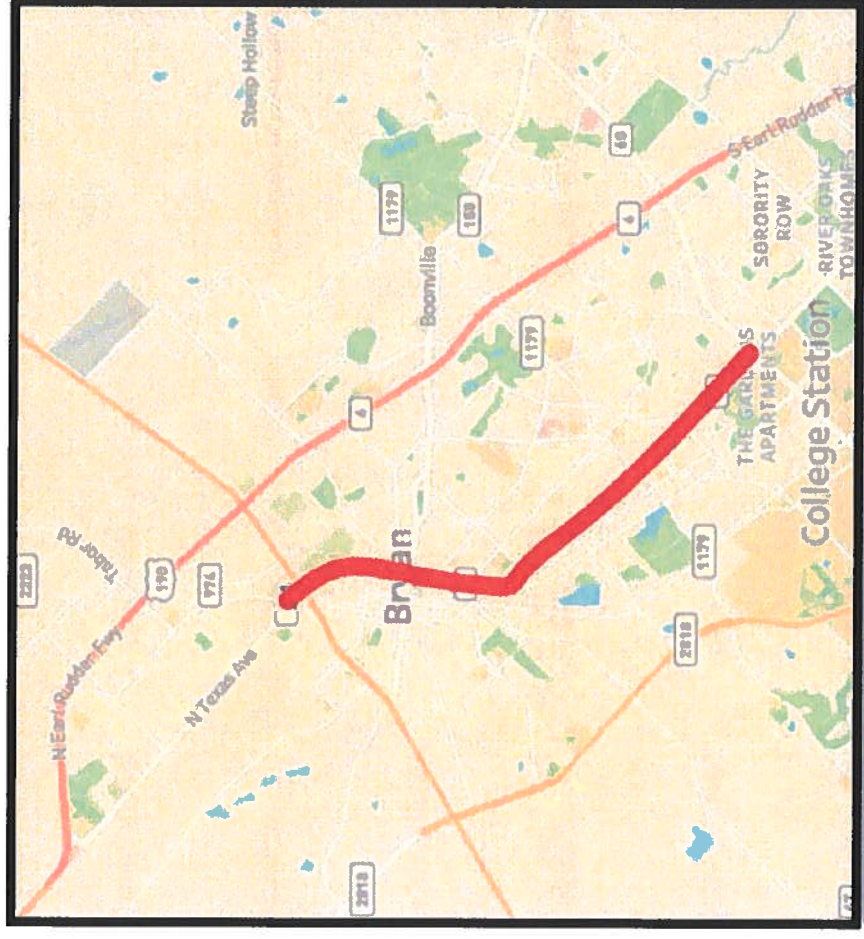
- **Limits:** FM 158 to Steep Hollow Circle
- **Anticipated Construction Start:** 2031+
- **Construction Estimate:** \$34M
- **Key Improvements:**
 - Widen from 2-lanes to 4-lanes
 - Add center turn lanes at key intersections
 - Add traffic signals and roundabouts
 - Construct a 10-ft wide Shared Use Path





Texas Avenue Phase 2B – Interim

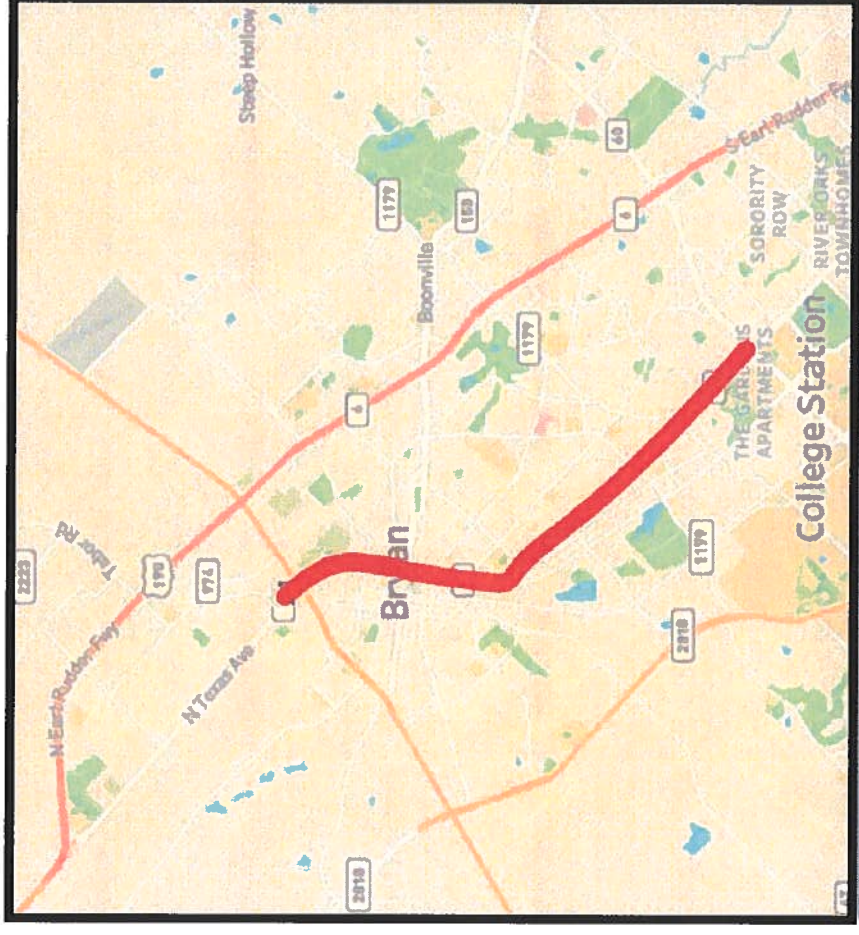
- **Limits:** SH 21 to FM 60 (University Drive)
- **Construction Start:** Mid-October 2025
- **Estimate:** \$4.5M
- **Key Improvements:**
 - Upgrading traffic signals
 - Installing ITS technology
 - Landscaping along the corridor





Texas Avenue Phase 2B

- **Limits:** SH 21 to FM 60 (University Drive)
- **Anticipated Construction Start:** Fall 2028
- **Estimate:** \$21M
- **Key Improvements:**
 - Pavement widening at selected locations to accommodate U-turns
 - Construct shared use paths
 - Upgrade traffic signals
 - Install safety lighting





December 1, 2025

Other Projects



SH 30 at the Navasota River

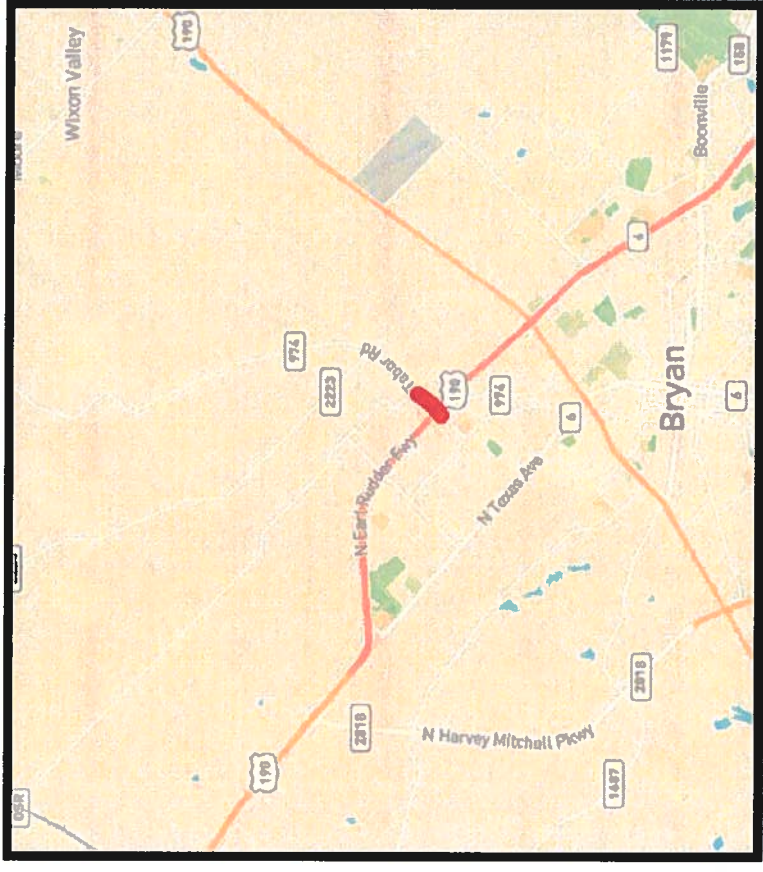
- **Limits:** 0.3 miles W of William D. Fitch to 2.6 miles E of William D. Fitch
- **Anticipated Construction Start:** Early 2027
- **Estimate:** \$41M
- **Key Improvements:**
 - Replace and widen the bridges over the Navasota River, Navasota River Relief No. 1, and Navasota River Relief No. 2.
 - Widen SH 30 from two lanes to four lanes with a center two-way left turn lane and 10-ft shoulders.





FM 974 (Tabor Road) at SH 6 Improvements

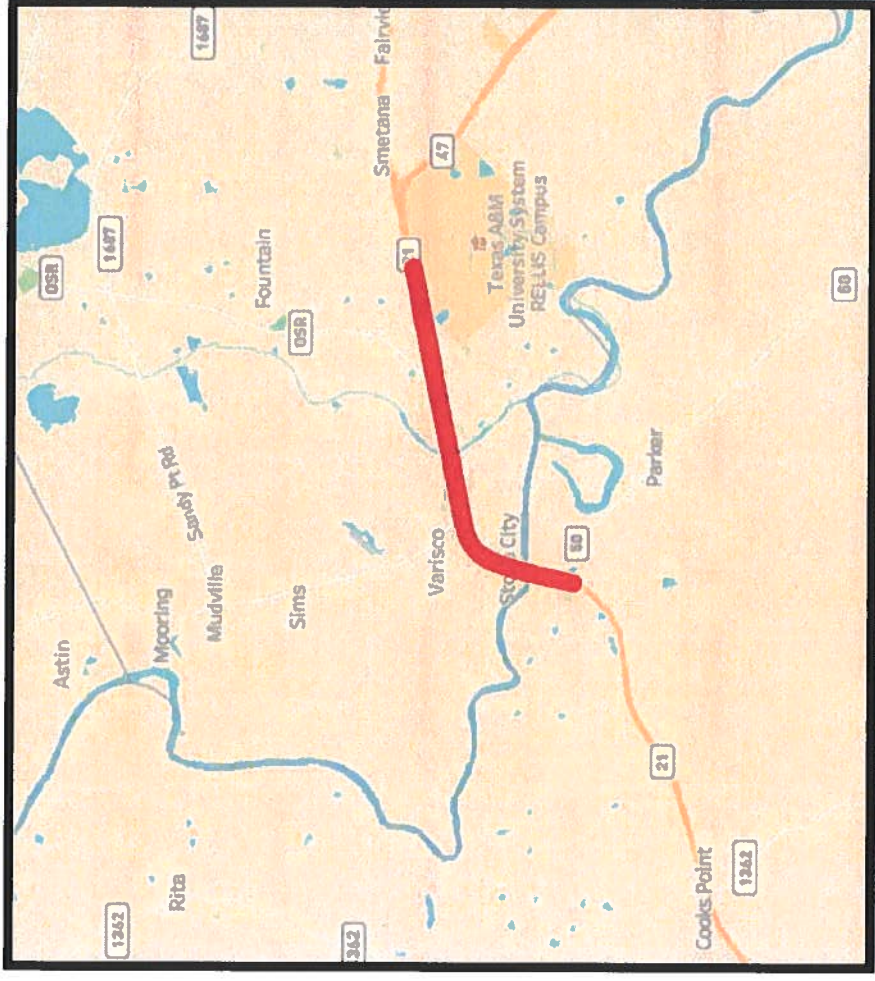
- **Limits:** Shirley Drive to SH 6 SB frontage road
- **Anticipated Construction Start:** Mid-December 2025
- **Construction Cost:** \$3M
- **Key Improvements:**
 - Adding a right turn lane, through lane & center turn lane
 - In the SH 6 underpass area, adding a left turn lane from Tabor Road to the SH 6 SB frontage road & and a left turn lane to the NB frontage road
 - Reconfiguring the SH 6 southbound frontage road at Wilkes Street to one-way only
 - Adjusting signal timing for the SH 6 southbound frontage road at Wilkes Street
 - Constructing a 10-ft wide shared use path





SH 21 Intersection Improvements

- **Limits:** FM 50 S to OSR
- **Anticipated Construction Completion:** Spring 2026
- **Estimate:** \$7M
- **Key Improvements:**
 - Construct Restricted Crossing U-Turn (R-CUT) Intersections at FM 50 S, FM 50 N and OSR
 - Construct a concrete traffic barrier to separate opposing traffic in segments without a grass median
 - Reduce median crossovers





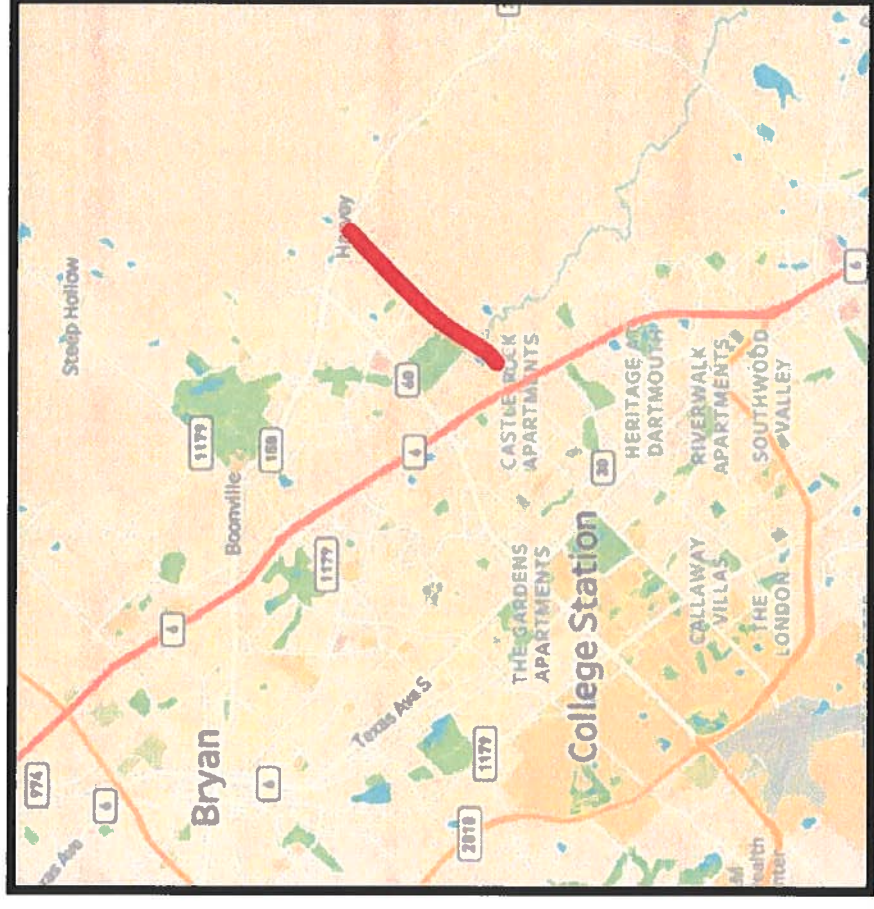
December 1, 2025

Brazos County Bond



SH 30 (Harvey Road) Corridor Plan

- **Limits:** Associates Avenue to FM 158
- **Anticipated Construction Completion:** TBD
- **Estimate:** TBD
- **Key Improvements:**
 - Widening the existing two-lane highway to a four-lane roadway with two lanes in each direction
 - Improving intersections throughout the corridor for increased mobility
 - Constructing shared use paths





FM 1688 (Leonard Road) Corridor Plan

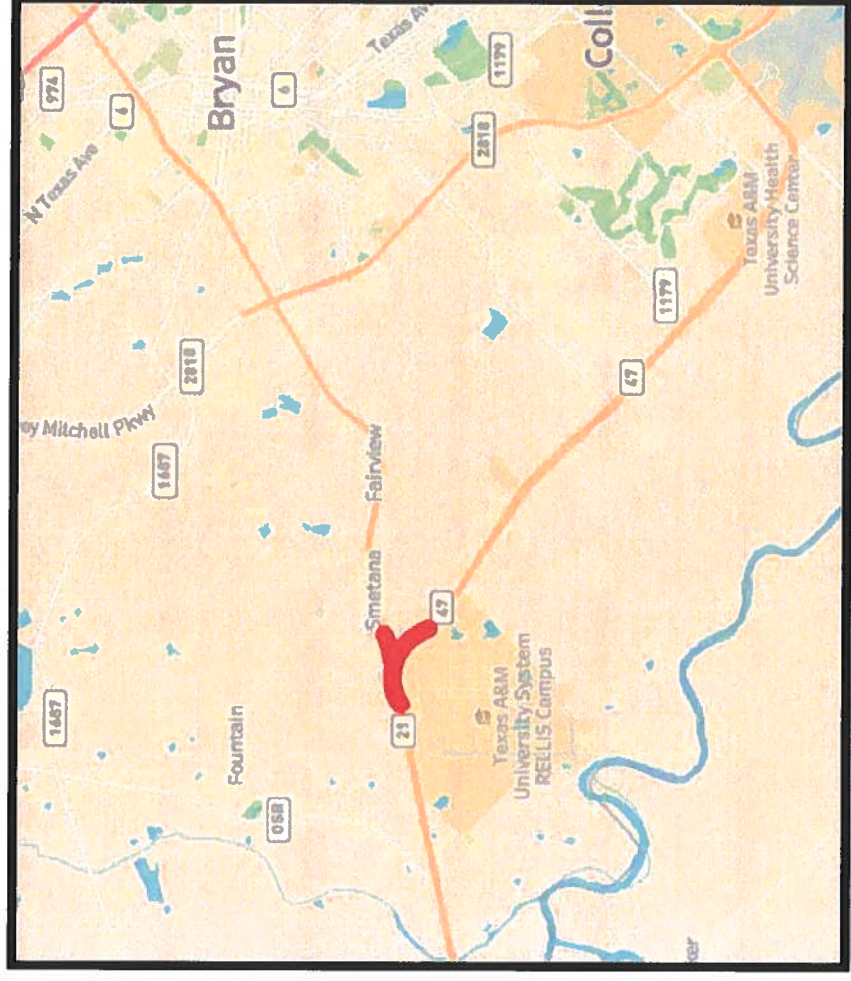
- **Limits:** SH 47 to FM 2818 (Harvey Mitchell Pkwy)
- **Anticipated Construction Start:** TBD
- **Estimate:** TBD
- **Key Improvements:**
 - Reconfiguring the existing two-lane undivided roadway to improve traffic flow
 - Providing pedestrian and bicycle accommodations





SH 47 at SH 21 – RELSIS Area Plan

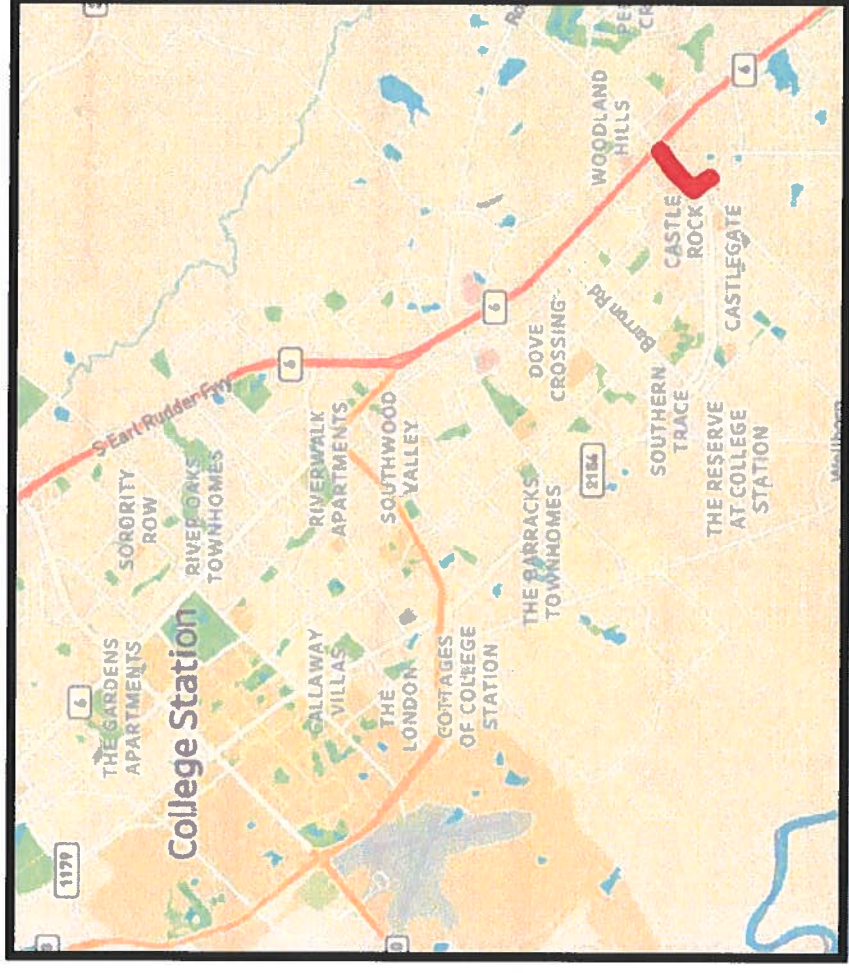
- **Anticipated Construction Start:** TBD
- **Estimate:** \$200M
- **Key Improvements:**
 - Overpasses at RELSIS entrances
 - Addition of exit ramp from SH 47 direct connector to WB SH 21 frontage road
 - Addition of frontage road between 5th street and SH 21





SH 40 at Arrington Road

- **Limits:** Arrington Road to SH 6 EFR
- **Anticipated Construction Start:** TBD
- **Estimate:** TBD
- **Key Improvements:**
 - Reconfigure the intersection of SH 40 and Arrington Road
 - Reconfigure the intersection of SH 6 and SH 40





December 1, 2025

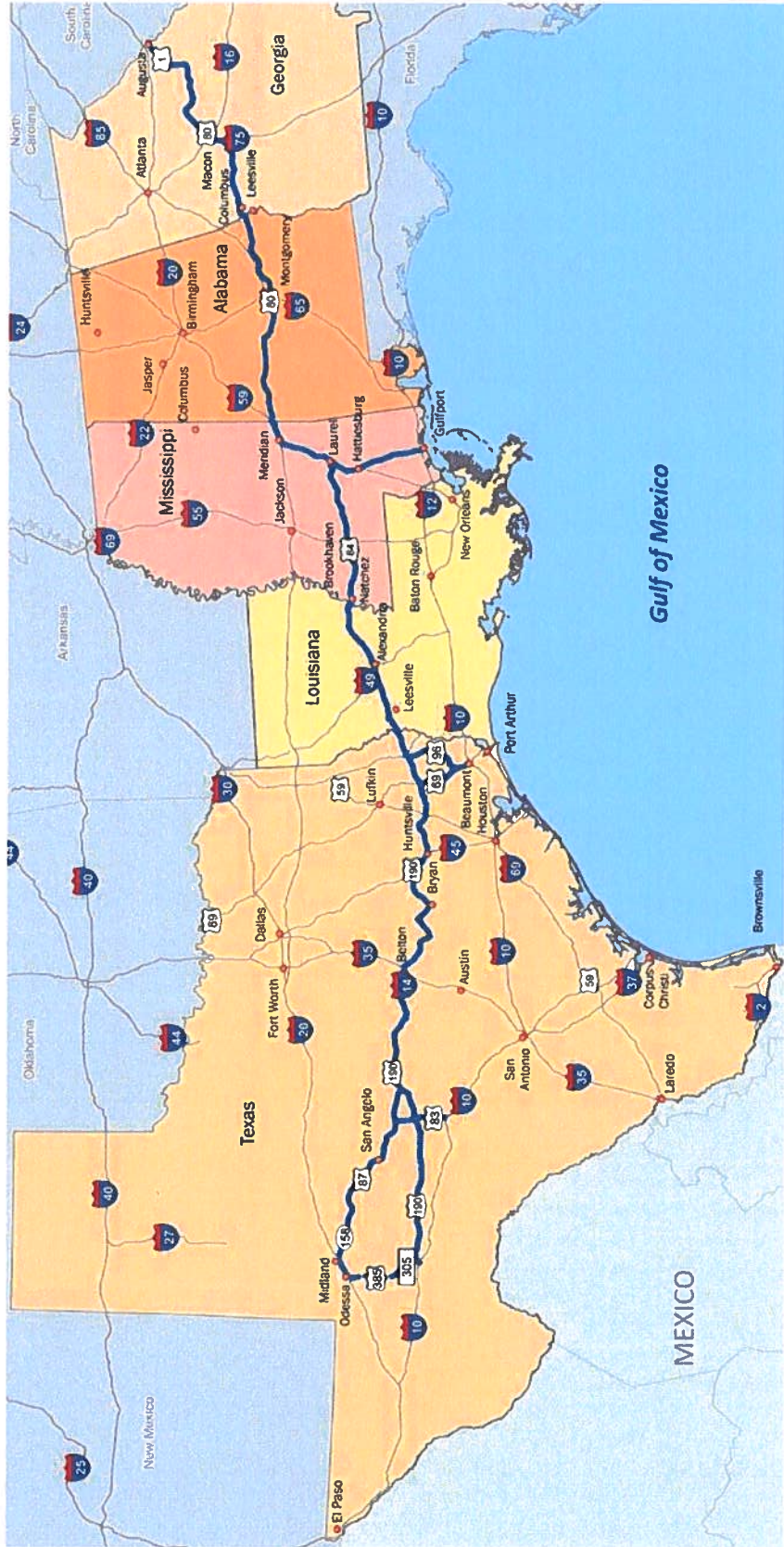
Regional Project



Texas Department of Transportation

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Future Interstate 14





Bryan District Project List



December 1, 2025