

**TECHNICAL ADVISORY COMMITTEE  
THURSDAY, JANUARY 11, 2024  
REGULAR MEETING, TDC LARGE CONFERENCE ROOM  
423 W. FERGUSON, TYLER, TEXAS**



**Members Present:**

Michael Howell, Cameron Williams, Kyle Kingma, Doug Nicholson, Paul Schneider, Colleen Colby, Mike Butler, Ethan Sukiennik

**Others Present:**

Amanda Stahlnecker, HDR; Patrick Halsted, HDR; Jacob Walker, HDR; Gaylord Hughey, Attorney

**Michael Howell called the meeting to order at 2:00 p.m.**

**Approval of Minutes:**

Colleen Colby moved, seconded by Mike Butler, to approve the minutes from November 2, 2023. Motion carried with a unanimous vote.

**Action Items:**

**1. Consider adopting the Railroad Inventory and Analysis prepared by HDR Engineering**

Mr. Howell explained that HDR has completed their railroad inventory and analysis. He stated that HDR has prepared a GIS layer showing the location of existing and historic rail lines. The corresponding GIS dataset accompanying the layer identifies various attributes about the section including the owner, right-of-way, and level of activity. This layer will be shared with the GIS consortium so that the data can be uploaded on Smith County Mapsite.

The consultant team performed site inspections at each crossing in the county and assigned an overall rating to the crossings. Ratings were based on various items such as the condition of the pavement leading up to the crossing, the condition of the rail lines, priority factors such as the amount of traffic going through the crossing, and whether the crossing is along a school bus route. HDR then developed a prioritized list of which crossings should have priority for maintenance.

The final section of the report provides standard operating procedures to guide local staff on how to contact the railroad regarding various requests such as requesting maintenance at a location, petitioning for a quiet zone on a section of track, or asking for a section of track to be abandoned. Having these standard operating procedures available will help local governments eliminate the reliance on institutional knowledge for these processes.

Amanda Stahlnecker and Patrick Halsted from HDR gave a presentation on the findings from the inventory and analysis.

Mike Butler asked what city staff planned on doing with the report. Mr. Howell explained that the intent was to create a GIS layer out of the data and the full report would be made available on the MPO website before the end of the month.

Mike Butler asked who would oversee railway crossing improvements. Mr. Howell stated that it would depend on who maintained the street for that particular crossing.

Mike Butler moved, seconded by Colleen Colby, to approve the adoption of the railroad inventory and analysis. The motion carried with a unanimous vote.

**2. Receive a presentation on 2022 safety performance and consider supporting the 2024 statewide safety performance targets**

Mr. Howell explained that the Infrastructure Investment and Jobs Act (IIJA) mandates States and MPOs to monitor statewide safety performance for the Highway Safety Improvement Program (HSIP) which includes:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Safety performance is required to be reviewed annually and new targets be adopted based on the latest performance data. Should a state fail to meet its safety targets, the state must obligate HSIP funds in the amount apportioned for the prior year only for HSIP projects and submit an HSIP Implementation Plan to the Federal Highway Administration (FHWA) for review. The implementation plan must describe the actions the State will undertake to achieve or make significant progress towards achieving the State's safety performance targets in subsequent years. This requirement could affect available funding for projects listed in the Metropolitan Transportation Plan.

The most recent complete data set for safety performance is for 2022. The data for this year shows a decrease in the number of all performance categories that are monitored. Unfortunately, in 2021 we saw a significant spike in the number of crashes from previous years, so while there was a reduction in crashes in 2022, the numbers are still a notable increase from the years before 2020. Driver behavior appears to still be the leading cause of crashes in our area. While the number of crashes has decreased, the percentage of crashes associated with Driving Under the Influence and distracted driving increased from 2021. The data point and trendlines for the performance measures are attached hereto as Exhibit "A".

The provision of the IIJA regulation requires that each State set its own performance targets. The MPOs are then required to either support the Statewide targets or set their own local targets. Regardless of whether the MPO adopts its own targets, FHWA only reviews the statewide targets when directing changes to the HSIP. Therefore the staff recommends that the MPO support the statewide targets.

Kyle Kingma asked if the State accepted its own safety targets. Michael Howell answered that the State's performance targets are accepted by the Texas Transportation Commission.

Doug Nicholson moved, seconded by Cameron Williams, to approve the adoption of the 2024 statewide safety performance targets. The motion carried with a unanimous vote

**Staff Updates:**

**1. MPO Director's Report**

Mr. Howell gave an update regarding the MTP. Furthermore, Mr. Howell provided information on the new requirements related to measuring the reduction of greenhouse gases in the MPO area. Lastly, Mr. Howell provided information about potential funding changes.

**2. Upcoming Meeting Dates**

Mr. Howell provided notice of the upcoming Policy Committee Meeting on January 25, 2024, and the next Technical Advisory Committee meeting scheduled on March 7, 2024.

**The meeting adjourned at 3:04 p.m.**