



NOTICE OF PUBLIC MEETING

POLICY BOARD OF THE WACO METROPOLITAN PLANNING ORGANIZATION, AND THE CITY COUNCIL OF THE CITY OF WACO, TEXAS

2:00 P.M. Thursday, January 21, 2021

Dr Mae Jackson Development Center
1st Floor Main Conference Room
401 Franklin Ave
Waco, TX 76701

VIDEO CONFERENCE: In accordance with social distancing guidelines, the Waco MPO Policy Board meeting will be closed to the public attending in person. Board members will attend remotely by video conference in accordance with Governor Greg Abbott's emergency orders related to the COVID-19 pandemic and the Texas Open Meetings Act.

The public may register to view the meeting live at:

https://wacotx.zoomgov.com/webinar/register/WN_Knlh0c6hTl60aaKqva5dFA

Members of the public who wish to submit written comments or speak by phone during the public hearing agenda item, must submit their comments or register to speak by phone by emailing mpo@wacotx.gov, or by calling 254-750-5650 for staff assistance. Each speaker will have three minutes to speak. Comments and registrations must be received no later than 10:00 am on January 21, 2021. Any comments received prior to the deadline will be read into the official record as part of agenda item II below.

AGENDA

- I. **Call to Order, Proof of Posting.**
- II. **Public Hearing** regarding any discussion or action item on this agenda.

In accordance with requirements identified in Section 551.007 of the Texas Government Code, the public is permitted to address the Policy Board regarding any action or discussion item identified on this agenda.

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III. **Approval** of the December 17, 2020 meeting minutes.

IV. **Consideration and Action** regarding approval of Resolution 2021-1: Proposed Amendment 1 of the 2021-2024 Transportation Improvement Program and the status of the Texas Statewide Transportation Improvement Program.

A. Proposed Removals

- i. Facility: IH-35
Extent: Valley Mills Dr (Loop 396) to Irving Lee St
Scope of Work: Construct continuous frontage roads and improve intersections
Cost: \$10,000,000
- ii. Facility: IH-35
Extent: Irving Lee St to South Loop 340
Scope of Work: Reconstruct frontage roads, reconfigure on/off ramps, improve intersections and replace main In bridges and approaches at New Rd
Cost: \$38,000,000
- iii. Facility: SH 6
Extent: Spur 412 (McLaughlin Rd) to Lady Bird Rd
Scope of Work: Widen from 2 lanes to 4 lanes with center turn lane
Cost: \$8,000,000
- iv. Facility: Spring Valley Rd (FM 2113)
Extent: FM 2063 to FM 1695
Scope of Work: Widen pavement to include shoulders, continuous left turn lane, and curb and gutter
Cost: \$12,000,000 (\$10 million - Cat 2; \$2 million - Cat 1)
- v. Facility: SH 31
Extent: 0.5 miles north of FM 2311 to 0.5 miles south of FM 2311
Scope of Work: Construct new main lane overpass and approach at FM 2311
Cost: \$10,000,000 (\$5 million - Cat 2; \$5, million - Cat 4)

B. Proposed Changes

- i. Facility: SH 6 (West Loop 340)
Extent: US 84 to IH-35
Scope of Work: Construct continuous frontage rds, replace main In bridges and approaches, improve intersections and reconstruct on/off ramps
Changes: Move from fiscal year 2023 to fiscal year 2022
Change cost from \$44.0 million to \$46.5 million

- ii. Facility: SH 31
Extent: 0.5 miles north of FM 939 to 0.5 miles south of FM 939
Scope of Work: Construct new main lane overpass and approach at FM 939
Cost: \$10,000,000 (\$5 million - Cat 2; \$5, million - Cat 4)
Changes: Change funding split from 80% federal/20% state to 100% state

C. Proposed Additions to Appendix D

- i. Facility: SH 6
Extent: Spur 412 (McLaughlin Rd) to Lady Bird Rd
Scope of Work: Widen from 2 lanes to 4 lanes with center turn lane
Cost: \$8,000,000
- ii. Facility: Spring Valley Rd (FM 2113)
Extent: FM 2063 to FM 1695
Scope of Work: Widen pavement to include shoulders, continuous left turn lane, and curb and gutter
Cost: \$12,000,000 (\$10 million - Cat 2; \$2 million - Cat 1)
- iii. Facility: SH 31
Extent: 0.5 miles north of FM 2311 to 0.5 miles south of FM 2311
Scope of Work: Construct new main lane overpass and approach at FM 2311
Cost: \$10,000,000 (\$5 million - Cat 2; \$5, million - Cat 4)
- iv. Facility: IH-35
Extent: S 12th St to South Loop 340
Scope of Work: Reconstruct all bridges and pavements, construct new northbound frontage road between Irving Lee St and Valley Mills Dr and widen main lanes from 6 to 8 lanes
Cost: \$250,000,000

- V. Consideration and Action** regarding approval of Resolution 2021-2: MPO support of TxDOT adjusted pavement and bridge targets for Calendar Year 2022 for National Highway System (NHS) facilities in accordance with requirements from the Fixing America's Surface Transportation Act (FAST).

A. Staff Presentation

B. Public Hearing

C. Consideration and Action

- VI. Discussion and Updates** from the Texas Department of Transportation regarding significant highway construction within the Waco Metropolitan Area.

VII. Directors Report

A. **Review and Discussion** regarding the TxDOT 2021 Transportation Alternatives (TA) Program call for projects

B. **Request** for agenda items to be considered for future meetings.

A. Next Meeting: Thursday, February 18, 2021

1. Support of TxDOT 2021 Safety Targets
2. Support of Transit Asset Condition Targets
3. Adoption of Revised Travel Time Reliability Targets

VIII. Adjournment.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services should contact the MPO at (254) 750-5650 at least twenty-four (24) hours before this meeting so that appropriate arrangements can be made.

I hereby certify that this agenda was posted on the bulletin board on the Waco MPO website at www.waco-texas.com/cms-mpo on the 15th day of January, 2021 at 8:00 a.m.



Christopher Evilia, AICP
Director

Si gustaría abordar al comité representativo de la Organización de Planeación Metropolitana en una reunión pública y necesita un intérprete, sírvase llamar a Diane Cano por lo menos 24 horas de antemano de la reunión anunciada al número telefónico 254-750-5650.

Si necesita información adicional o una traducción de este documento, dirija su solicitud por correo a la Organización de Planeación Metropolitana a este número telefónico: 254-750-5650, o por correo esta dirección: P.O. Box 2570 Waco, Texas 76702.

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MPO Policy Board

Thursday, December 17, 2020

Dr Mae Jackson Development Center
1st Floor Main Conference Room, 2:00 p.m.
401 Franklin Ave, Waco, Texas



Waco Metropolitan Planning Organization

Summary Notes **DRAFT**

In accordance with social distancing guidelines issued by the City of Waco and McLennan County, the Waco MPO Policy Board meeting was not open to the public. Board members attended virtually. The meeting was video recorded and uploaded to the Waco MPO website following the meeting on December 17, 2020.

Members of the public were requested to submit comments on any agenda item no later than 10:00am on Thursday, December 17, 2020 via email, fax or phone call to the MPO office to be read into the official record as part of agenda item II. Members of the public desiring to address the Policy Board for specific public hearings were requested to register with MPO staff no later than 10:00am on Thursday, December 17, 2020.

Policy Board Members Present:

Ms. Andrea Barefield	Council Member, City of Waco
Mr. Jacob Bell, P.E.	Citizen Representative, City of Waco
Mr. Keith Bond	City Manager, City of Lacy Lakeview
Mr. Josh Borderud	Council Member, City of Waco
Ms. Deidra Emerson	Deputy City Manager, City of Waco
Mr. Kevin Evans	City Manager, City of McGregor
Mr. Ross Harris	Plan Commission, City of Waco
Hon. Jim Holmes	Council Member, City of Waco
Hon. Will Jones	County Commissioner, Pct. 3, McLennan County
Hon. Dillon Meek	Mayor, City of Waco
Dr. Shawn Oubre	City Manager, City of Woodway
Mr. Joseph R. Pace	City Manager, City of Lorena
Hon. Hector Sabido	Council Member, City of Waco
Mr. Stan Swiatek, P.E.,	District Engineer, Texas Dept. of Transportation, Waco District
Mr. Everett "Bo" Thomas	City Manager, City of Hewitt

Policy Board Members Absent:

Hon. Bert Echterling	Mayor, City of Robinson
Hon. Scott Felton	County Judge, McLennan County
Hon. Travis Gibson	Council Member, City of Bellmead
Hon. Jim Jaska	Mayor, City of Ross

Staff Present:

Christopher Evilia, AICP	Director, Waco MPO
Chelsea Phlegar, AICP	Planner, Waco MPO
Annette Shepherd	Planner, Waco MPO

Others Present:

Christi Bonham	Planner, Transportation Planning and Programming Division, Texas Dept. of Transportation, Waco District
Victor Goebel	Director, Transportation Planning and Programming Division, Texas Dept. of Transportation, Waco District
Brigida Gonzalez	Transportation Planning and Programming Division, Texas Dept. of Transportation, Headquarters
Brenton Lane	Planning & Programming Engineer, Texas Dept. of Transportation, Waco District
Barbara Maley	Federal Highway Administration (USDOT)
Clayton Zacha	Waco Area Engineer, Texas Dept. of Transportation, Waco District

I. Call to Order, Roll Call of Members, Proof of Posting.

Chairman Jacob Bell called the December 17, 2020 meeting of the MPO Policy Board to order at 2:00 p.m. and conducted a roll call of members attending virtually. A quorum of members was met.

Meeting agendas were posted on the MPO website on December 10, 2020 and at the City of Waco website on December 14, 2020 for a possible quorum of the Waco City Council.

Council Member Hector Sabido called the December 17, 2020 meeting of the City Council of the City of Waco to order at 2:03 p.m.

II. Reading of Public Comments regarding any item on this agenda.

Chairman Bell explained under social distancing guidelines, MPO staff requested visitors to submit written comments in advance to be read into the record, and to register in advance if they desired to address the Policy Board. He explained visitors were allowed to observe the meeting but they would not have an opportunity to speak unless registered.

Chairman Bell invited board members and visitors to view the staff presentation for the meeting via the MPO website under the 'Meetings' page and follow along with the MPO Director. Chairman Bell stated the meeting would be audio recorded and uploaded to the MPO website as soon as possible.

Chairman Bell requested Director Evilia to read into the record comments received in advance. Director Evilia stated no comments were received.

III. Approval of the November 19, 2020 meeting minutes.

Chairman Bell asked for any changes to the minutes.
No changes were voiced.
No visitors spoke for or against this item.
Minutes were approved as submitted.

IV. Resolution 2020-11: Acknowledgement and Acceptance of the Public Transportation Agency Safety Plan (PTASP) for Waco Transit System, Inc. and support of adopted safety targets.

a. Staff Presentation

Background:

Director Evilia explained the FAST Act Public Transportation Agency Safety Plan Rule establishes requirements to assess safety risks within regional transit networks

- The objective of a PTASP is to:
 - Improve public transportation safety by more effectively and proactively managing internal safety risks
 - Better predict and reduce the frequency of safety events
 - Ensure safety improvements guide funding prioritization
- The PTASP must include:
 - Baseline safety metrics for each agency
 - Safety targets that the agency can realistically accomplish
- The Waco Transit PTASP was adopted on June 16, 2020
 - The portion of the PTASP relevant to the MPO includes safety targets to address the following:
 - Fatalities
 - Serious injuries
 - Number of safety events
 - Significant mechanical failures for both fixed route and demand response services
 - Adopted PTASP annual safety targets (identical to the baseline conditions observed since 2015):

Target Metric	Fixed Route System	Demand Response System
Fatalities	0	0
Fatality Rate per mile	0	0
Serious Injuries	2.6	1.0
Injury Rate per mile	0.00000323	0.00000221
Safety Events	2.2	2.8
Safety Event Rate per mile	0.00000273	0.00000620
Mean Distance between Significant Mechanical Failures	14,123 miles	12,409 miles

- Mechanical failure rate:
 - Issue related to the age of vehicles and measured by Useful Life Benchmark (ULB)
 - New vehicles recently purchased should help improve this rate in future reports

Vehicle Fleet	2019 ULB Target	2020 ULB Target
Fixed Route Buses	50%	13%
Cutaways	100%	50%
Vans	100%	0%
Minivans	100%	20%
Automobiles	100%	100%

Technical Committee Recommendation:

- The MPO Technical Committee recommended the MPO Policy Board approve Resolution 2020-11: Acknowledgement and Acceptance of the Public Transportation Agency Safety Plan (PTASP) for Waco Transit System, Inc. and support of adopted safety targets on December 3, 2020.

Discussion

- No concerns were discussed
- No public comments were received

b. Public Hearing

Chairman Bell opened the public hearing at 2:15 p.m.
 No visitors spoke for or against this item.
 Chairman Bell closed the public hearing at 2:15 p.m.

c. Consideration and Action

RESULT:	Motion Passed with a vote of 15 - 0 [Unanimous]
MOVER:	Jim Holmes, Council Member, City of Waco
SECONDER:	Deidra Emerson, Deputy City Manager, City of Waco

V. Discussion and Updates from the Texas Department of Transportation regarding significant highway construction within the Waco Metropolitan Area.

Background:

The Waco District of TxDOT will provide a status briefing during each of the 2020 Policy Board meetings on each significant highway project within the Waco region.

Presentation:

Mr. Clayton Zacha, Waco Area Engineer, TxDOT, Waco District, provided a status update on significant construction projects in the Waco region. Mr. Zacha's presentation is available by contacting the TxDOT Waco District Public Information Officer, Jacob Smith.

VI. Directors Report

A. Request for agenda items to be considered for future meetings.

The next meeting of the Waco MPO Policy Board is scheduled for Thursday, January 21, 2021 at 2:00pm. Format will be virtual (Zoom).

1. Approval of Amendment 1 to the 2021-2024 Transportation Improvement Program
2. Adjustments to state pavement and bridge condition targets
3. Discussion and updates from TxDOT regarding significant highway construction.

B. Review of regional travel surveys being conducted by TxDOT in support of the Waco MPO travel demand model and to understand travel impacts resulting from COVID-19.

- TxDOT conducting 2 surveys within Waco Region:
 - Establishment Travel Survey
 - Household Travel Survey
 -
- Purposes:
 - Better understand travel destinations and trip frequencies of regional businesses and households
 - Surveys provide important info to model future travel demand
 - Travel demand model one of the more important tools used by the MPO to prioritize highway projects
 - This year these surveys will help understand travel impacts related to COVID-19

VII. Adjournment

Chairman Bell adjourned the meeting at 2:26 p.m.

Waco Metropolitan Planning Organization Policy Board

Meeting Date: January 21, 2021

Agenda Item: Consideration and Action regarding approval of Resolution 2021-1: Proposed Amendment 1 of the 2021-2024 Transportation Improvement Program and the status of the Texas Statewide Transportation Improvement Program

Comments: The MPO has been given the consent to proceed with Amendment 1 of the TIP which has been in a state of development since August of last year. Below is the development history for this amendment. A summary of the final actions being proposed for the Policy Board is attached.

June 18, 2020	TIP Adopted by Policy Board
August, 2020	TxDOT TPP determines statewide TIP not fiscally constrained and directs MPOs to remove over \$3.5 billion in projects using Category 2 funds – Waco MPO reduction = \$70 million
September, 2020	MPO Policy Board drafts amendment removing \$51.4 million
October, 2020	TxDOT TPP – Proposed funding reduction is insufficient
November, 2020	2 nd version of amendment drafted by Policy Board removing an additional \$18.4 million of projects
December, 2020	TxDOT TPP – 2 nd version is acceptable, MPO directed to move forward with amendment
January, 2021	MPO conducts public involvement process

The second solicitation of public comment conducted this month did not result in any formal comments being received by the public. MPO staff did receive 3 suggestions from the TPP division below:

Elm Ave Streetscape Project	Project let for construction, no longer needs to be in TIP
Mall to Mall Right of Way Phase	Phase approved by FHWA, no longer needs to be in TIP
Transportation Alternatives	Group projects into one categorical project

The first 2 suggestions MPO staff included as changes with which to move forward. Regarding grouping the transportation alternative projects (TAP), MPO staff is not recommending this action. Grouping projects effectively delegates Policy Board decision-making to TxDOT which makes sense for maintenance, safety and landscaping projects. For TAP, or bicycle / pedestrian projects, the Policy Board adopted an active transportation plan in 2019 to identify project priorities for these modes. MPO staff recommends continuing to identify TAP projects individually within the TIP to ensure consistency between the ATP priorities and project construction or implementation.

Action Required:

1. Conduct staff presentation
2. Conduct public hearing
3. Approve, disapprove or approve with changes Resolution 2021-1

Motion By:

Seconded:

Content of Motion:

Vote:



Summary of Proposed Highway Project Changes identified within Amendment 1 of the 2021-2024 Transportation Improvement Program

Remove from TIP

Highway	Limits	Scope of Work
IH-35	Valley Mills Dr to Irving Lee St	Construct frontage roads and intersection improvements at Valley Mills Dr
IH-35	Irving Lee St to New Rd	Reconstruct frontage roads, on & off ramps, main lane bridges at New Rd
SH 6	McLaughlin Rd to FM 185	Widen to 4 lanes divided
FM 2113 Spring Valley Rd	FM 2063 to FM 1695	Construct center turn lane, curb and gutter and pedestrian improvements at Spring Valley Elem School
SH 31	Intersection at FM 2311	Construct Overpass
Elm Ave Streetscape Project	Brazos River to Forrest / Garrison St	Project let for construction, no longer needs to be in TIP
Mall to Mall Right of Way Phase	US 84 to IH-35	Phase approved by FHWA, no longer need to be in TIP

Other Highway Project Changes:

Highway	Limits	Scope of Work	Change
Mall to Mall SH 6 / W Loop 340	US 84 (Waco Dr) to IH-35	Construct continuous frontage roads, reconstruct on & off ramps, reconstruct main lane RR overpasses	Move to Fiscal Year 2022 Add \$2.0 million to cost to expedite construction
SH 31	Intersection at FM 939	Construct Overpass	Change to 100% state funds

Additions to Appendix D:

Highway	Limits	Scope of Work
IH-35	South 12 th St to SH 6 / S Loop 340	Full scope of Phase 4C Reconstruct roadway and widen to 8 main lanes
FM 2113 Spring Valley Rd	FM 2063 to FM 1695	Construct center turn lane, curb and gutter and pedestrian improvements at Spring Valley Elem School
SH 6	McLaughlin Rd to FM 185	Widen to 4 lanes divided
SH 31	Intersection at FM 2311	Construct Overpass



RESOLUTION 2021-1

WHEREAS, the Waco Metropolitan Planning Organization was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs of the Waco Region; and,

WHEREAS, the Waco Metropolitan Planning Organization Policy Board is composed of representatives appointed by the elected City Councils and Counties located within the jurisdiction of the MPO as well as the Texas Department of Transportation; and,

WHEREAS, Section 134, Title 23, USC requires a comprehensive and continuing transportation planning process must be carried out cooperatively in order to ensure funds for transportation projects are effectively allocated to the Waco Metropolitan Area; and,

WHEREAS, Section 134, Title 23, USC requires the development of a Transportation Improvement Program (TIP) for the Waco Metropolitan Area to authorize the programming of funds for implementation of all regionally significant transportation projects as well as all projects utilizing federal highway or public transportation funds; and,

WHEREAS, the Waco Metropolitan Planning Organization Policy Board adopted the 2021-2024 TIP on June 18, 2020 to program funds for such projects through fiscal year 2024; and,

WHEREAS, the Transportation Planning and Programming Division of the Texas Department of Transportation (TPP) has the responsibility to determine fiscal constraint for the Texas Statewide Transportation Improvement Program; and,

WHEREAS, the Texas Statewide Transportation Improvement Program (STIP) is the combination of the Transportation Improvement Programs from all MPOs within the State of Texas and the rural TIP produced by TxDOT Districts; and,

WHEREAS, after the adoption of the Waco MPO TIP, the TPP Division of TxDOT determined that the Statewide TIP was not fiscally constrained for projects using Category 2 funds identified within the Texas Unified Transportation Program; and,

WHEREAS, the TPP Division of TxDOT identified an amount for each MPO in Texas to remove from their TIP for the Statewide TIP to be considered fiscally constrained; and,

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WHEREAS, the amount of TxDOT Category 2 funds identified by the TPP Division of TxDOT for the Waco MPO to remove from the 2021-2024 TIP was \$70 million.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE WACO METROPOLITAN PLANNING ORGANIZATION:

That the Waco MPO Policy Board hereby amends the 2021-2024 Transportation Improvement Program with the following changes:

A. Remove from Adopted TIP

- i. Facility: IH-35
Extent: Valley Mills Dr (Loop 396) to Irving Lee St
Scope of Work: Construct continuous frontage roads and improve intersections
Cost: \$10,000,000
- ii. Facility: IH-35
Extent: Irving Lee St to South Loop 340
Scope of Work: Reconstruct frontage roads, reconfigure on/off ramps, improve intersections and replace main In bridges and approaches at New Rd
Cost: \$38,000,000
- iii. Facility: SH 6
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Cost: \$12,000,000 (\$10 million - Cat 2; \$2 million - Cat 1)
- v. Facility: SH 31
Extent: 0.5 miles north of FM 2311 to 0.5 miles south of FM 2311
Scope of Work: Construct new main lane overpass and approaches at FM 2311
Cost: \$10,000,000 (\$5 million - Cat 2; \$5, million - Cat 4)

B. Change from the Adopted TIP

- i. Facility: SH 6 (West Loop 340)
Extent: US 84 to IH-35
Scope of Work: Construct continuous frontage rds, replace main In bridges and approaches, improve intersections and reconstruct on/off ramps
Changes: Move from fiscal year 2023 to fiscal year 2021
Change cost from \$44.0 million to \$46.5 million

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- ii. Facility: SH 31
Extent: 0.5 miles north of FM 2311 to 0.5 miles south of FM 939
Scope of Work: Construct new main lane overpass and approaches at FM 939
Cost: \$10,000,000 (\$5 million - Cat 2; \$5, million - Cat 4)
Change: Change to 100% state funds

C. Add to Appendix D

- i. Facility: SH 6
Extent: Spur 412 (McLaughlin Rd) to Lady Bird Rd
Scope of Work: Widen from 2 lanes to 4 lanes with center turn lane
Cost: \$8,000,000
- ii. Facility: Spring Valley Rd (FM 2113)
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Cost: \$10,000,000 (\$5 million - Cat 2; \$5, million - Cat 4)
- iv. Facility: IH-35
Extent: S 12th St to South Loop 340
Scope of Work: Reconstruct all bridges and pavements, construct new northbound frontage road between Irving Lee St and Valley Mills Dr and widen main lanes from 6 to 8 lanes
Cost: \$250,000,000

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Waco MPO Public Participation Plan related to this action by the Policy Board were met and completed.

That the Waco MPO Policy Board additionally certifies this action complies with all applicable policies, procedures, and requirements identified within 23 CFR, Section 450, and Chapter 16 of Title 43 of the Texas Administrative Code.

PASSED AND APPROVED this the 21st day of January, 2021.

Jacob Bell
Citizen Representative – City of Waco
Chair – Waco MPO Policy Board

ATTEST:

Christopher Evilia, AICP
Director

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Waco Metropolitan Planning Organization Policy Board

Meeting Date: January 21, 2021

Agenda Item: Consideration and Action regarding approval of Resolution 2021-2: Adoption of pavement and bridge targets for National Highway System facilities within the Waco Metropolitan Area in accordance with requirements from the Fixing America's Surface Transportation Act (FAST)

Comments: The Fixing America's Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance-based decision process that ties back to regional performance targets. TxDOT adopted statewide 2022 pavement and bridge condition targets on June 21, 2018.

TxDOT conducted a trend analysis for pavement and bridge condition last year and concluded that an adjustment to five of the six targets was warranted. This adjustment triggers a requirement for MPOs to reaffirm support for adjusted targets or set new regional targets within 180 days of TxDOT adoption (October 1, 2020).

The MPO Technical Committee recommended support of TxDOT statewide adjusted targets for 2022 which are listed below along with the 2020 percent for the Waco Region.

Interstate Pavements

Metric	Waco 2020	Adjusted 2022 Target
Good	76.0%	66.5%
Poor	0.0%	0.2%

Non-Interstate NHS System Pavements

Metric	Waco 2020	Adjusted 2022 Target
Good	55.6%	54.1%*
Poor	7.0%	14.2%

NHS Bridges

Metric	Waco 2020	Adjusted 2022 Target
Good	49.4%	50.4%**
Poor	0.0%	1.5%

*Note: In 2018 the MPO adopted a separate target for Non-Interstate NHS good pavements as regional percentages at the time were below the state average. That has since changed and as a result MPO staff are now recommending supporting the TxDOT target for this metric.

**Not adjusted by TxDOT from 2018.

MPO Staff conducted a 10-day public comment period and 1 public information meeting to solicit comment regarding the proposed targets. **One formal comment received.**

Action Required:

1. Conduct Staff Presentation
2. Conduct Public Hearing
3. Approve or disapprove proposed Resolution 2021-2

Motion By:

Seconded:

Content of Motion:

Vote:



2022 Adjusted Pavement and Bridge Condition Performance Targets

The Fixing America’s Surface Transportation (FAST) Act’s Pavement and Bridge performance rule (PM2) establishes performance requirements to assess pavement conditions on the National Highway System (NHS) and the Interstate System. The premise of the rule is to ensure roadway maintenance guides funding prioritization in order to further the national goal of strategically and systematically maintaining the nation’s transportation system in good condition. The PM2 rule outlines the process for State Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report 2- and 4-year pavement condition targets, and the process that the Federal Highway Administration (FHWA) will use to assess whether State DOTs and/or MPOs have met or made significant progress toward meeting their pavement and bridge condition targets. MPOs are required to support their State DOT’s 4-year targets or establish their own targets.

On June 21, 2018 TxDOT adopted statewide 4-year (2018-2022) pavement and bridge condition targets. In October 2020, as part of a mid-performance period progress analysis, TxDOT adjusted five of the six pavement and bridge condition targets. This adjustment triggers a requirement for MPOs to reaffirm support for adjusted targets or set new regional targets within 180 days of TxDOT adoption.

The Waco MPO is proposing to support TxDOT statewide adjusted 4-year targets as shown in the table below.

Pavement and Bridge Targets	Percent in Good Condition		Percent in Poor Condition	
	Existing 4-Year Target	Adjusted 4-Year Target	Existing 4-Year Target	Adjusted 4-Year Target
Pavement Condition on Interstate National Highway System Roadways	66.4%	66.5%	0.3%	0.2%
Pavement Condition on Non-Interstate National Highway System Roadways	48.0%	54.1%	14.3%	14.2%
Bridge Condition on Interstate National Highway System Roadways	50.4%	50.4% (no change)	0.8%	1.5%

PAVEMENT PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- | | |
|---|---|
| ✓ | % of Interstate pavements in Good condition |
| ✓ | % of Interstate pavements in Poor condition |
| ✓ | % of non-Interstate NHS pavements in Good condition |
| ✓ | % of non-Interstate NHS pavements in Poor condition |

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



PAVEMENT PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1 st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2 nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

✓ % of NHS bridges by deck area classified as in Good condition

✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



BRIDGE

PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs’ totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.





RESOLUTION 2021-2

WHEREAS, the Waco Metropolitan Planning Organization was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs of the Waco Region; and,

WHEREAS, the Waco Metropolitan Planning Organization Policy Board is composed of representatives appointed by the elected City Councils and Counties located within the jurisdiction of the MPO as well as the Texas Department of Transportation; and,

WHEREAS, the Fixing America's Surface Transportation Act (FAST) requires the Waco Metropolitan Planning Organization to either establish pavement and bridge condition targets for National Highway System facilities unique to the Waco Metropolitan Area or support statewide targets adopted by the Texas Department of Transportation (TxDOT) for the following measures:

1. Percent of Interstate System pavements in Good condition
2. Percent of Interstate System pavements in Poor condition
3. Percent of non-Interstate National Highway System (NHS) pavements in Good condition
4. Percent of non-Interstate National Highway System (NHS) pavements in Poor condition
5. Percent of National Highway System (NHS) bridges in Good condition
6. Percent of National Highway System (NHS) bridges in Poor condition; and,

WHEREAS, in 2018, TxDOT adopted pavement and bridge condition targets for 2022; and,

WHEREAS, the FAST Act allows for MPOs and state DOTs to adopt adjustments to pavement and bridge targets 2 years after initial adoption; and,

WHEREAS, in 2020, TxDOT adopted adjustments to their 2022 pavement and bridge condition targets; and,

WHEREAS, the adoption of adjusted pavement and bridge targets by TxDOT triggers a requirement for the Waco MPO to reevaluate support for the statewide pavement and bridge condition targets; and,

WHEREAS, the Waco MPO staff and Waco MPO Technical Committee have reviewed the adjusted TxDOT pavement and bridge condition targets and have conducted a baseline condition analysis for National Highway System facilities within the Waco Metropolitan Area and incorporating significant reconstruction work scheduled prior to 2022.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE WACO METROPOLITAN PLANNING ORGANIZATION:

That the Waco MPO Policy Board hereby agrees to support the following statewide targets adopted by TxDOT for pavement and bridge condition in the year 2022 for National Highway System facilities within the Waco Metropolitan Area:

Interstate Pavements: 66.5% good condition, 0.2% poor condition
Non-Interstate NHS System pavements: 54.1% good condition, 14.2% poor condition
NHS System Bridges: 50.42% good condition, 1.5% poor condition

That the Waco MPO Policy Board further resolves that it will plan and program projects that contribute to the accomplishment of said targets.

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Waco MPO Public Participation Plan related to this action by the Policy Board were met and completed.

PASSED AND APPROVED this the 21st day of January, 2021.

Jacob Bell
Citizen Representative – City of Waco
Chair – Waco MPO Policy Board

ATTEST:

Christopher Evilia, AICP
Director

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