



The Transportation Improvement Program

Waco Urbanized Area For
Fiscal Years 2023 Through 2026

Amendment 1 – Adopted September 21, 2023

Prepared by the Waco Metropolitan Planning Organization in Cooperation with the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation



Waco Metropolitan Planning Organization

Purpose for Amendment 1

1.1 Background

The 2023-2026 Transportation Improvement Program (TIP) was adopted by the Waco MPO Policy Board on May 19, 2022. The adopted TIP programmed \$50 million in highway projects and \$23 million in transit projects for the 4-year time period. This amendment identifies project programming for a planned IH-35 project that is a priority for the Texas Transportation Commission, Carbon Reduction Program funding awards by the Waco MPO Policy Board, and a Low and No Emission Program funding award for transit. This amendment also identifies project programming to address minor adjustments to currently programmed highway projects in response to requests by the TxDOT Waco District.

Interstate 35 (IH-35) provides a critical north-south gateway for Texans and the Texas economy to and from destinations inside Texas, Mexico, Canada, and the rest of the United States. It is the central backbone for Texans' intrastate, interstate, and international commerce and personal travel. To ensure that IH-35 continues to serve the needs of Texans, the Texas Transportation Commission has prioritized improvements to the interstate to support current and future economic growth. In turn, the Waco MPO has prioritized IH-35 improvements through McLennan County that have been implemented over the last decade (my35.org/central.htm).

In late May 2023, MPO staff was informed by the Transportation Planning and Programming Division of the Texas Department of Transportation (TxDOT) that TxDOT's Financial Management Division estimates revenue will be available to TxDOT to begin construction of *Project 4C Waco South* (IH-35 4C) in 2026. IH-35 4C will widen IH-35 from six lanes to eight lanes for approximately 3.285 miles through the City of Waco, from South Loop 340 to 12th Street, reconfigure access points, replace bridges and improve traffic control, to address congestion and improve safety of freight movement and the traveling public. This project will complete the reconstruction of IH-35 through McLennan County. This amendment identifies the final project programming for the TIP using TxDOT Category 2 funds. Details are outlined in Section 1.2.

The Carbon Reduction Program (CRP) was established by the 2021 Infrastructure Investment and Jobs Act with the goal of reducing transportation emissions nationwide. The MPO was allocated \$2.1 million in FY 2024 and engaged in a Call for Projects amongst its member entities to utilize the funds. The MPO Technical Advisory Committee voted to recommend that five submitted projects be funded as well as three projects from the MPO's Active Transportation Plan. Per TxDOT's guidance these projects will be grouped as outlined in Section 1.4.

The Low and No Emission Grant Program was established by the 2021 Infrastructure Investment and Jobs Act to provide funding to purchase or lease zero-emission and low-emission transit buses and for acquisition, construction, and leasing of required supporting facilities. Waco Transit System was awarded \$3,133,129 in FY 2023. Details of this award are outlined in Section 1.3.

1.2 Project Selection

Project recommendations identified within this amendment are intended to reprioritize highway projects in alignment with the priorities of the Texas Transportation Commission. These recommendations are depicted on Map A1-1.

Projects scheduled for construction during fiscal year 2023 through 2026

The Waco MPO was notified by the TxDOT Waco District Headquarters in May 2023, that two projects recommended for implementation beyond fiscal year 2026 can be implemented earlier, one in FY 2024 and another in FY 2026. These projects are recommended for inclusion as adopted by the MPO Policy Board on September 21, 2023:

1. SH 31 at FM 2311 (Heritage Pkwy) – Construct new overpasses and approaches (FY 2024 construction)
2. IH 35 4C - South Loop 340 to 12th Street – Reconstruct, widen main lanes from six to eight, reconstruct and realign ramps and frontage roads (FY 2026 construction)

Revisions to the scope of work, project limits or costs of previously recommended projects in response to requests by the TxDOT Waco District:

1. SP 298 (Franklin Ave) from US 84 E to SL 396 (Valley Mills Dr) – Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane

Projects scheduled for engineering and right of way phases during fiscal year 2023 through 2026

Revisions to the scope of work, project limits and/or costs of previously recommended projects in response to requests by the TxDOT Waco District:

1. IH 35 4C - South Loop 340 to 12th Street – Reconstruct, widen main lanes from six to eight, reconstruct and realign ramps and frontage roads
2. SP 298 (Franklin Ave) from US 84 E to SL 396 (Valley Mills Dr) – Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane
3. SH 31 at FM 2311 intersection – Construct Overpass
4. US 84 from FM 1695 (Hewitt Dr) to SS 298 (Franklin Ave) – Reconstruct main lanes, frontage roads, ramps, interchanges and add direct connects

This project is recommended for inclusion as adopted by the MPO Policy Board on September 21, 2023 in response to requests by the TxDOT Waco District:

1. US 84 from SS 298 to Lake Air Dr – Reconstruct and realign ramps

Projects recommended for Appendix D - Projects Undergoing Environmental Assessment

Appendix D contains projects that are scheduled for implementation beyond the four years of the TIP time frame and may be under some phase of development as identified within the TxDOT Unified Transportation Program. The projects are included to recognize some commitment on the part of the Waco MPO Policy Board to implement these phases of work at a future date pending a formal commitment of funding. Note: inclusion of a project or phase of work within Appendix D in no way implies that these projects are programmed in the current TIP. Cost estimates are preliminary and do not represent any current commitment of construction funding.

Projects recommended for implementation beyond fiscal year 2026:

1. US 84 from SS 298 (Franklin Ave) to Lake Air Dr – Reconstruct roadway and ramps

Revisions to the scope of work, project limits or costs of previously recommended projects in

response to requests by the TxDOT Waco District:

1. US 84 from FM 1695 (Hewitt Dr) to SS 298 (Franklin Ave) – Reconstruct main lanes, frontage roads, ramps, interchanges and add direct connects

This project is recommended for inclusion in FY 2024 and removal from Appendix D:

1. SH 31 at FM 2311 (Heritage Pkwy) – Construct new overpasses and approaches

This project is recommended for inclusion in FY 2026 and removal from Appendix D:

1. IH 35 4C - South Loop 340 to 12th Street – Reconstruct, widen main lanes from six to eight, reconstruct and realign ramps and frontage roads

1.3 Project Funding Awards

On June 26, 2023, federal funds were awarded to the Waco Transit System under the Federal Transit Administration (FTA) Section 5339(c) Low or No Emission Vehicle Program in fiscal year 2023. The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Waco Transit will receive funding to buy 4 battery-electric buses and install 4 chargers to replace aging diesel buses. The project is anticipated to reduce carbon emissions in neighborhoods with high levels of diesel-based pollution while improving the reliability of transit service and helping residents access jobs, schools, and essential services.

The vehicle purchase project identified within this amendment received a formal commitment for funding through the Federal Transit Administration on July 3, 2023 (88 FR 2023-14193). The capital fund award to Waco Transit is detailed in the table entitled *FY 2023 Transit Project Descriptions*, and in the *Transit Financial Summary* included in following pages.

1.4 Grouped CSJ Program

In cooperation with the Federal Highway Administration, the Texas Department of Transportation developed statewide programs identified by statewide control section job numbers (CSJs) to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. A table of the eligible funding categories and corresponding CSJs can be found in Appendix F.

The use of statewide CSJs for these categories provides a more efficient method of programming and letting projects and decreases the necessity for TIP/STIP revisions. These categories generally cover preventative maintenance, rehabilitation, bridge replacement, safety treatments bicycle/pedestrian improvements and carbon reduction strategies. This approach allows federal and state expenditures to more easily address needs that arise due to acts of nature, crash damage and other safety-related concerns, or to project implementation delays. The Waco MPO will not have any projects using Category 2U funding listed in this section of the TIP. Carbon Reduction Program projects are anticipated to contribute regionally to an overall reduction in transportation emissions from on-road highway sources. An illustrative listing of the grouped CSJ projects eligible to be let during the FY 2023-2026 timeframe can be found in Appendix F. Grouped CSJ projects are financially constrained at the state level.

1.5 2023 Update of Regional Performance Targets

Transportation Performance Management (TPM) is federally required through the Fixing America's Surface Transportation (FAST) Act. It is a strategic approach that uses goals, measures, and data to make better informed decisions about how to invest transportation funding resulting in a better performing national transportation system with greater public benefit. Funding is intended to be targeted toward projects aimed at achieving national performance goals for improving the safety, reliability and condition of roadway facilities that are a part of the National Highway System (NHS) and regional transit systems.

Short-range transportation implementation programs (TIPs) developed by the Waco MPO are required to demonstrate a performance-based decision process that ties back to performance targets. The Waco MPO is required to establish and update performance standards for the Waco Metropolitan Area to ensure project recommendations address one or more of these performance targets. Performance targets focus on transportation system safety (PM1), condition of pavement and bridges (PM2), system reliability and freight movement (PM3), and transit safety and asset condition (PTASP, TAM). Appendix G details updated regional performance targets and a review of TIP programming to achieve those targets.

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2023

| | | | | | |
|-----------------|---|------------------|----------------------------|-------------------------|-----------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | E |
| COUNTY: | McLennan | LIMITS FROM: | 0.5 miles south of FM 2311 | YOE COST: | \$530,000 |
| HIGHWAY NUM: | SH 31 | LIMITS TO: | 0.5 miles north of FM 2311 | | |
| CSJ: | 0162-01-100 | MPO PROJECT ID: | S-061, S-066 | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Construct new overpasses and approaches | | | PROJECT HISTORY: | |

REMARKS:

CONTRACT CSJ:
ANCESTORT CSJ:
DESCENDENT CSJ:
ROW/CON CSJ:

| | | | | | | | |
|---------------------------|---------------------|---|---------|-------|-----------|-------|-------|
| Construction: | \$11,200,000 | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
| Preliminary Engineering: | \$530,000 | | FEDERAL | STATE | LOCAL | OTHER | TOTAL |
| Right of Way Acquisition: | \$0 | SW PE | | \$0 | \$530,000 | \$0 | \$0 |
| Bond Financing: | \$0 | TOTAL | | \$0 | \$530,000 | \$0 | \$0 |
| Construction Engineering: | \$628,000 | | | | | | |
| Contingencies | \$792,000 | | | | | | |
| Indirect | \$313,000 | | | | | | |
| Other: | \$0 | | | | | | |
| Total: | \$13,463,000 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2023

| | | | | | |
|-----------------|--|------------------|-------------------|-------------------------|--------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | E |
| COUNTY: | McLennan | LIMITS FROM: | South 12th Street | YOE COST: | \$12,000,000 |
| HIGHWAY NUM: | IH-35 | LIMITS TO: | North Loop 340 | | |
| CSJ: | 0015-01-246 | MPO PROJECT ID: | S-022G | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Reconstruct, widen mainlanes from 6 to 8, reconstruct and realign ramps and frontage roads | | | PROJECT HISTORY: | |

REMARKS:

CONTRACT CSJ:
ANCESTORT CSJ: 0015-01-171
DESCENDENT CSJ:
ROW/CON CSJ: 0015-01-234

| | | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
|---------------------------|---------------|--|-------|--------------|-------|-------|--------------|
| | | FEDERAL | STATE | LOCAL | OTHER | TOTAL | |
| Construction: | \$261,171,809 | | | | | | |
| Preliminary Engineering: | \$12,000,000 | | | | | | |
| Right of Way Acquisition: | \$0 | SW PE | \$0 | \$12,000,000 | \$0 | \$0 | \$12,000,000 |
| Bond Financing: | \$0 | TOTAL | \$0 | \$12,000,000 | \$0 | \$0 | \$12,000,000 |
| Construction Engineering: | \$14,500,000 | | | | | | |
| Contingencies | \$23,900,000 | | | | | | |
| Indirect | \$7,100,000 | | | | | | |
| Other: | \$0 | | | | | | |
| Total: | \$318,671,809 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2023

| | | | | | |
|-----------------|-------------|------------------|--------------------------|-----------|-------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | E, R |
| COUNTY: | McLennan | LIMITS FROM: | US 84 E | YOE COST: | \$1,814,000 |
| HIGHWAY NUM: | SP 298 | LIMITS TO: | SL 396 (Valley Mills Dr) | | |
| CSJ: | 0055-08-120 | MPO PROJECT ID: | S-039A | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |

DESCRIPTION: Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane

REMARKS:

CONTRACT CSJ:

ANCESTORT CSJ: 0055-08-901

DESCENDENT CSJ:

ROW/CON CSJ:

PROJECT HISTORY:

| | | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
|---------------------------|--------------|--|-------|-------------|-------|-------|-------------|
| | | FEDERAL | STATE | LOCAL | OTHER | TOTAL | |
| Construction: | \$37,748,150 | | | | | | |
| Preliminary Engineering: | \$1,754,000 | | | | | | |
| Right of Way Acquisition: | \$60,000 | SW PE | \$0 | \$1,754,000 | \$0 | \$0 | \$1,754,000 |
| Bond Financing: | \$0 | SW ROW | \$0 | \$60,000 | \$0 | \$0 | \$60,000 |
| Construction Engineering: | \$2,128,000 | TOTAL | \$0 | \$1,814,000 | \$0 | \$0 | \$1,814,000 |
| Contingencies | \$2,120,000 | | | | | | |
| Indirect | \$0 | | | | | | |
| Other: | \$1,039,000 | | | | | | |
| Total: | \$44,849,150 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2023

| | | | | | |
|-----------------|--|------------------|---------------------|-----------|-------------------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | E, R |
| COUNTY: | McLennan | LIMITS FROM: | FM 1695 (Hewitt Dr) | YOE COST: | \$9,133,900 |
| HIGHWAY NUM: | US 84 | LIMITS TO: | SS 298 | | |
| CSJ: | 0055-08-121 | MPO PROJECT ID: | S-048E | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Reconstruct main lanes, frontage roads, ramps, interchanges, and add direct connects | | | | PROJECT HISTORY: |
| REMARKS: | Note: Project under development, funding commitment beyond 2026 | | | | |
| CONTRACT CSJ: | | | | | |
| ANCESTORT CSJ: | | | | | |
| DESCENDENT CSJ: | | | | | |
| ROW/CON CSJ: | | | | | |

| | | | | | | | |
|---------------------------|----------------------|---|---------|-------|-------------|-------|-------|
| Construction: | \$170,000,000 | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
| Preliminary Engineering: | \$9,098,900 | | FEDERAL | STATE | LOCAL | OTHER | TOTAL |
| Right of Way Acquisition: | \$35,000 | SW PE | | \$0 | \$9,098,900 | \$0 | \$0 |
| Bond Financing: | \$0 | SW ROW | | \$0 | \$35,000 | \$0 | \$0 |
| Construction Engineering: | \$14,168,300 | TOTAL | | \$0 | \$9,133,900 | \$0 | \$0 |
| Contingencies | \$15,691,000 | | | | | | |
| Indirect | \$5,385,000 | | | | | | |
| Other: | \$0 | | | | | | |
| Total: | \$214,378,200 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2023

| | | | | | |
|-----------------|---------------------------------------|------------------|-------------|-----------|-------------------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | E |
| COUNTY: | McLennan | LIMITS FROM: | SS 298 | YOE COST: | \$409,100 |
| HIGHWAY NUM: | US 84 | LIMITS TO: | Lake Air Dr | | |
| CSJ: | 0055-15-078 | MPO PROJECT ID: | S-048F | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Reconstruct roadway and realign ramps | | | | PROJECT HISTORY: |

REMARKS: Note: Project under development, funding commitment beyond 2026

CONTRACT CSJ:
ANCESTORT CSJ:
DESCENDENT CSJ:
ROW/CON CSJ:

| | | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
|---------------------------|-------------|--|-------|-----------|-------|-------|-----------|
| | | FEDERAL | STATE | LOCAL | OTHER | TOTAL | |
| Construction: | \$8,000,000 | | | | | | |
| Preliminary Engineering: | \$409,100 | | | | | | |
| Right of Way Acquisition: | \$0 | SW PE | \$0 | \$409,100 | \$0 | \$0 | \$409,100 |
| Bond Financing: | \$0 | TOTAL | \$0 | \$409,100 | \$0 | \$0 | \$409,100 |
| Construction Engineering: | \$674,600 | | | | | | |
| Contingencies | \$348,800 | | | | | | |
| Indirect | \$242,100 | | | | | | |
| Other: | \$0 | | | | | | |
| Total: | \$9,674,600 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2024

| | | | | | |
|-----------------|---|------------------|----------------------------|-------------------------|--------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | C |
| COUNTY: | McLennan | LIMITS FROM: | 0.5 miles south of FM 2311 | YOE COST: | \$11,200,000 |
| HIGHWAY NUM: | SH 31 | LIMITS TO: | 0.5 miles north of FM 2311 | | |
| CSJ: | 0162-01-100 | MPO PROJECT ID: | S-061, S-066 | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Construct new overpasses and approaches | | | PROJECT HISTORY: | |

REMARKS:

CONTRACT CSJ:
ANCESTORT CSJ:
DESCENDENT CSJ:
ROW/CON CSJ:

| | | | | | | | |
|---------------------------|---------------------|---|-------------|-------------|-------|-------|--------------|
| Construction: | \$11,200,000 | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
| Preliminary Engineering: | \$530,000 | | FEDERAL | STATE | LOCAL | OTHER | TOTAL |
| Right of Way Acquisition: | \$0 | 4 - Statewide Connect | \$4,480,000 | \$1,120,000 | | \$0 | \$5,600,000 |
| Bond Financing: | \$0 | 11S - District Priority | \$4,480,000 | \$1,120,000 | | \$0 | \$5,600,000 |
| Construction Engineering: | \$628,000 | TOTAL | \$8,960,000 | \$2,240,000 | | \$0 | \$11,200,000 |
| Contingencies | \$792,000 | | | | | | |
| Indirect | \$313,000 | | | | | | |
| Other: | \$0 | | | | | | |
| Total: | \$13,463,000 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2026

| | | | | | |
|-----------------|--|------------------|-------------------|-----------|-------------------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | C |
| COUNTY: | McLennan | LIMITS FROM: | South 12th Street | YOE COST: | \$261,171,809 |
| HIGHWAY NUM: | IH-35 | LIMITS TO: | South Loop 340 | | |
| CSJ: | 0015-01-246 | MPO PROJECT ID: | S-022G | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Reconstruct, widen mainlanes from 6 to 8, reconstruct and realign ramps and frontage roads | | | | PROJECT HISTORY: |

REMARKS:

CONTRACT CSJ:
 ANCESTORT CSJ: 0015-01-171
 DESCENDENT CSJ:
 ROW/CON CSJ: 0015-01-234

| | | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
|---------------------------|----------------------|--|---------------|--------------|-------|-------|---------------|
| | | | FEDERAL | STATE | LOCAL | OTHER | TOTAL |
| Construction: | \$261,171,809 | | | | | | |
| Preliminary Engineering: | \$12,000,000 | | | | | | |
| Right of Way Acquisition: | \$0 | 2U - Urban Mobility | \$48,349,628 | \$5,372,181 | | \$0 | \$53,721,809 |
| Bond Financing: | \$0 | 4 - Statewide Connect | \$64,080,000 | \$7,120,000 | | \$0 | \$71,200,000 |
| Construction Engineering: | \$14,500,000 | 11 - District Priority | \$4,500,000 | \$500,000 | | \$0 | \$5,000,000 |
| Contingencies | \$23,900,000 | 12 - Strategic Priority | \$118,125,000 | \$13,125,000 | | \$0 | \$131,250,000 |
| Indirect | \$7,100,000 | TOTAL | \$235,054,628 | \$26,117,181 | | \$0 | \$261,171,809 |
| Other: | \$0 | | | | | | |
| Total: | \$318,671,809 | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

FY 2026

| | | | | | |
|-----------------|-------------|------------------|--------------------------|-----------|--------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | C |
| COUNTY: | McLennan | LIMITS FROM: | US 84 E | YOE COST: | \$37,748,150 |
| HIGHWAY NUM: | SP 298 | LIMITS TO: | SL 396 (Valley Mills Dr) | | |
| CSJ: | 0055-08-120 | MPO PROJECT ID: | S-039A | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |

DESCRIPTION: Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane

REMARKS:

CONTRACT CSJ:

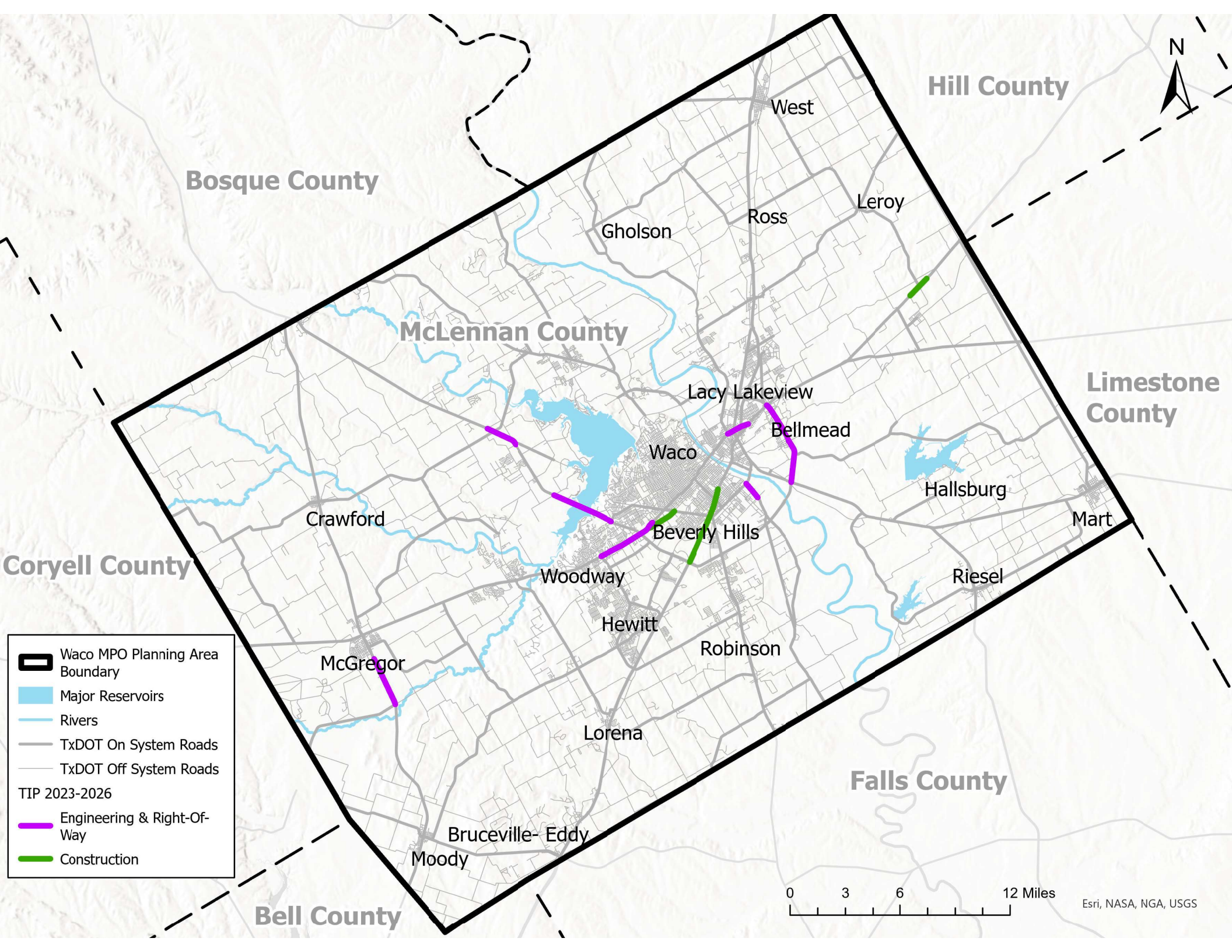
ANCESTORT CSJ: 0055-08-901

DESCENDENT CSJ:

ROW/CON CSJ:

PROJECT HISTORY:

| | | | | | | | |
|---------------------------|---------------------|---|--------------|-------------|-------|-------|-------|
| Construction: | \$37,748,150 | AUTHORIZED FUNDING BY CATEGORY / SHARE | | | | | |
| Preliminary Engineering: | \$1,754,000 | | FEDERAL | STATE | LOCAL | OTHER | TOTAL |
| Right of Way Acquisition: | \$60,000 | 1 - Maintenance | \$1,078,520 | \$269,630 | | \$0 | \$0 |
| Bond Financing: | \$0 | 2U - Urban Mobility | \$29,120,000 | \$7,280,000 | | \$0 | \$0 |
| Construction Engineering: | \$2,128,000 | TOTAL | \$30,198,520 | \$7,549,630 | | \$0 | \$0 |
| Contingencies | \$2,120,000 | | | | | | |
| Indirect | \$0 | | | | | | |
| Other: | \$1,039,000 | | | | | | |
| Total: | \$44,849,150 | | | | | | |





Waco MPO - Waco District 9
FY 2023 - 2026 Transportation Improvement Program

Funding by Category**November 2023 Quarterly STIP Revision**

| | | FY 2023 | | FY 2024 | | FY 2025 | | FY 2026 | | Total FY 2023 - 2026 | |
|------------------|---|---------------------|---------------------|---------------------|---------------------|------------|------------|----------------------|----------------------|----------------------|----------------------|
| Funding Category | Description | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized |
| 1 | Preventive Maintenance and Rehabilitation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,348,150 | \$1,348,150 | \$1,348,150 | \$1,348,150 |
| 2M or 2U | Urban Area (Non- TMA) Corridor Projects | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$90,121,809 | \$90,121,809 | \$90,121,809 | \$90,121,809 |
| 3 | Non-Traditionally Funded Transportation Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 3DB | Design Build (DB) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 4 | Urban and Regional Connectivity | \$0 | \$0 | \$5,600,000 | \$5,600,000 | \$0 | \$0 | \$71,200,000 | \$71,200,000 | \$76,800,000 | \$76,800,000 |
| 5 | CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 6 | Structures - Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 7 | Metro Mobility & Rehab | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 8 | Safety | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 9 | TAP Set-Aside Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 10 | Supplemental Transportation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 10 CBI | Corridor Border | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 10 CRP | Carbon Reduction | \$0 | \$0 | \$2,799,849 | \$2,799,849 | \$0 | \$0 | \$0 | \$0 | \$2,799,849 | \$2,799,849 |
| 11 | District Discretionary | \$0 | \$0 | \$5,600,000 | \$5,600,000 | \$0 | \$0 | \$5,000,000 | \$5,000,000 | \$10,600,000 | \$10,600,000 |
| 11 | Energy Sector | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 12 | Texas Clear Lanes | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 12 | Strategic Priority | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$131,250,000 | \$131,250,000 | \$131,250,000 | \$131,250,000 |
| SW PE | Statewide Budget PE | \$33,265,000 | \$33,265,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,265,000 | \$33,265,000 |
| SW ROW | Statewide Budget ROW | \$1,595,000 | \$1,595,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,595,000 | \$1,595,000 |
| Total | | \$34,860,000 | \$34,860,000 | \$13,999,849 | \$13,999,849 | \$0 | \$0 | \$298,919,959 | \$298,919,959 | \$347,779,808 | \$347,779,808 |

Funding Participation Source

| Source | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total FY 23-26 |
|---|---------------------|---------------------|------------|----------------------|----------------------|
| Federal | \$0 | \$8,960,000 | \$0 | \$265,253,148 | \$274,213,148 |
| State | \$0 | \$4,340,523 | \$0 | \$33,666,811 | \$38,007,334 |
| Local Match | \$0 | \$699,326 | \$0 | \$0 | \$699,326 |
| CAT 3 - Local Contributions (LC) | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Prop 1 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - DB Grant | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Raise Grant | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Texas Mobility Fund | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Vehicle Registration Fees - VTR | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - RTR | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - PTF | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - TDC | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Budget PE | \$33,265,000 | \$0 | \$0 | \$0 | \$33,265,000 |
| Statewide Budget ROW | \$1,595,000 | \$0 | \$0 | \$0 | \$1,595,000 |
| Total | \$34,860,000 | \$13,999,849 | \$0 | \$298,919,959 | \$347,779,808 |

Note: Funding for projects to be completed under statewide project groupings are constrained to reasonably expected sources of Federal, State, and local funding categories consistent with the MPO's financial plan and are listed in Appendix F for informational purposes.

FY 2023 TRANSIT PROJECT DESCRIPTIONS
WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-----------------------------------|--|-------------|
| Project Sponsor | Waco Transit | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$1,286,000 |
| | | State Funds from TxDOT | \$0 |
| | CT-1S | Other Funds | \$350,000 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$1,636,000 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$1,636,000 |
| | Preventative Maintenance Expenses | Trans. Dev. Credits Requested | \$0 |
| | | Trans. Dev. Credits Awarded (Date & Amount) | \$0 |
| Sec 5309 ID Number | n/a | | |
| Amendment Date & Action | June, 2022 - Adoption | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-----------------------|--|-----------|
| Project Sponsor | Waco Transit | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$350,500 |
| | | State Funds from TxDOT | \$0 |
| | CT-2S | Other Funds | \$88,500 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$439,000 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$439,000 |
| | ADA Related Expenses | Trans. Dev. Credits Requested | \$0 |
| | | Trans. Dev. Credits Awarded (Date & Amount) | \$0 |
| Sec 5309 ID Number | n/a | | |
| Amendment Date & Action | June, 2022 - Adoption | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-----------------------|--|-------------|
| Project Sponsor | Waco Transit | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$1,635,500 |
| | | State Funds from TxDOT | \$760,000 |
| | CT-3S | Other Funds | \$760,000 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$3,155,500 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$3,155,500 |
| | Operating Expenses | Trans. Dev. Credits Requested | \$0 |
| | | Trans. Dev. Credits Awarded (Date & Amount) | \$0 |
| Sec 5309 ID Number | n/a | | |
| Amendment Date & Action | June, 2022 - Adoption | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-------------------------------------|--|-----------|
| Project Sponsor | Waco Transit | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$163,800 |
| | | State Funds from TxDOT | \$0 |
| | CT-4S | Other Funds | \$41,200 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$205,000 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$205,000 |
| | Short Range Transportation Planning | Trans. Dev. Credits Requested | \$0 |
| | | Trans. Dev. Credits Awarded (Date & Amount) | \$0 |
| Sec 5309 ID Number | n/a | | |
| Amendment Date & Action | June, 2022 - Adoption | | |

FY 2023 TRANSIT PROJECT DESCRIPTIONS
WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|---------------------------------|--|-----------------|
| Project Sponsor | Waco Transit | Federal Funding Category | 5307 |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$58,800 |
| | | State Funds from TxDOT | \$0 |
| | T-1 | Other Funds | \$14,000 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$72,800 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$72,800 |
| | Purchase of Passenger Amenities | Trans. Dev. Credits Requested | \$0 |
| | | Trans. Dev. Credits Awarded (Date & Amount) | \$0 |
| Sec 5309 ID Number | n/a | | |
| Amendment Date & Action | June, 2022 - Adoption | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|-------------------------------|----------------------------------|--------------------|
| Project Sponsor | Waco Transit | Federal Funding Category | 5339(c) |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$3,133,129 |
| | | State Funds from TxDOT | \$0 |
| | T-5U | Other Funds | \$546,343 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$3,679,472 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$3,679,472 |
| | Purchase of Buses | Trans. Dev. Credits Requested | \$0 |
| Sec 5309 ID Number | n/a | (Date & Amount) | \$0 |
| Amendment Date & Action | September, 2023 - Amendment 1 | | |

| <u>General Project Information</u> | | <u>Funding Information (YOE)</u> | |
|--|--|--|-----------------|
| Project Sponsor | McLennan County Rural Transit District | Federal Funding Category | 5311 |
| MPO Project Information (reference number, etc) | | Federal (FTA) Funds | \$48,300 |
| | | State Funds from TxDOT | \$48,300 |
| | CT-6S | Other Funds | \$0 |
| Apportionment Year | 2023 | Fiscal Year Cost | \$96,600 |
| Project Phase | n/a | | |
| Brief Project Description | | Total Project Cost | \$96,600 |
| | Rural Transportation Program - Operating Expenses | Trans. Dev. Credits Requested | \$0 |
| | | Trans. Dev. Credits Awarded (Date & Amount) | \$0 |
| Sec 5309 ID Number | n/a | | |
| Amendment Date & Action | June, 2022 - Adoption | | |

Transit Financial Summary
Waco Metropolitan Planning Organization
FY 2023- 2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 11/17/ 2021

| Transit Program | | FY 2023 | | | FY 2024 | | | FY 2025 | | |
|---|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | | Federal | State/Other | Total | Federal | State/Other | Total | Federal | State/Other | Total |
| 1 | Sec. 5307 - Urbanized Formula >200K | \$3,494,600 | \$2,013,700 | \$5,508,300 | \$3,635,700 | \$2,094,600 | \$5,730,300 | \$3,782,200 | \$2,179,200 | \$5,961,400 |
| 2 | Sec. 5307 - Urbanized Formula <200K | | | \$0 | | | \$0 | | | \$0 |
| 3 | Sec. 5309 - Discretionary | | | \$0 | | | \$0 | | | \$0 |
| 4 | Sec. 5310 - Elderly & Individuals w/Disabilities | | | \$0 | | | \$0 | | | \$0 |
| 5 | Sec. 5311 - Nonurbanized Formula | | | \$0 | | | \$0 | | | \$0 |
| 6 | Sec. 5316 - JARC >200K | | | \$0 | | | \$0 | | | \$0 |
| 7 | Sec. 5316 - JARC <200K | | | \$0 | | | \$0 | | | \$0 |
| 8 | Sec. 5316 - JARC Nonurbanized | | | \$0 | | | \$0 | | | \$0 |
| 9 | Sec. 5317 - New Freedom >200K | | | \$0 | | | \$0 | | | \$0 |
| 10 | Sec. 5317 - New Freedom <200K | | | \$0 | | | \$0 | | | \$0 |
| 11 | Sec. 5317 - New Freedom Nonurbanized | | | \$0 | | | \$0 | | | \$0 |
| 12 | Other FTA - 5339(c) | \$3,133,129 | \$546,343 | \$3,679,472 | | | \$0 | | | \$0 |
| 13 | Regionally Significant or Other | | | \$0 | | | \$0 | | | \$0 |
| Total Funds | | \$6,627,729 | \$2,560,043 | \$9,187,772 | \$3,635,700 | \$2,094,600 | \$5,730,300 | \$3,782,200 | \$2,179,200 | \$5,961,400 |
| Transportation Development Credits | | | | | | | | | | |
| Requested | | | | | | | | | | |
| Awarded | | | | | | | | | | |

All Figures in Year of Expenditure (YOE) Dollars

| Transit Programs | | FY 2026 | | | FY 2023-2026 Total | | |
|---|--|--------------------|--------------------|--------------------|---------------------|--------------------|---------------------|
| | | Federal | State/Other | Total | Federal | State/Other | Total |
| 1 | Sec. 5307 - Urbanized Formula >200K | \$3,933,800 | \$2,266,800 | \$6,200,600 | \$14,846,300 | \$8,554,300 | \$23,400,600 |
| 2 | Sec. 5307 - Urbanized Formula <200K | | | \$0 | \$0 | \$0 | \$0 |
| 3 | Sec. 5309 - Discretionary | | | \$0 | \$0 | \$0 | \$0 |
| 4 | Sec. 5310 - Elderly & Individuals w/Disabilities | | | \$0 | \$0 | \$0 | \$0 |
| 5 | Sec. 5311 - Nonurbanized Formula | | | \$0 | \$0 | \$0 | \$0 |
| 6 | Sec. 5316 - JARC >200K | | | \$0 | \$0 | \$0 | \$0 |
| 7 | Sec. 5316 - JARC <200K | | | \$0 | \$0 | \$0 | \$0 |
| 8 | Sec. 5316 - JARC Nonurbanized | | | \$0 | \$0 | \$0 | \$0 |
| 9 | Sec. 5317 - New Freedom >200K | | | \$0 | \$0 | \$0 | \$0 |
| 10 | Sec. 5317 - New Freedom <200K | | | \$0 | \$0 | \$0 | \$0 |
| 11 | Sec. 5317 - New Freedom Nonurbanized | | | \$0 | \$0 | \$0 | \$0 |
| 12 | Other FTA | | | \$0 | \$3,133,129 | \$546,343 | \$3,679,472 |
| 13 | Regionally Significant or Other | | | \$0 | \$0 | \$0 | \$0 |
| Total Funds | | \$3,933,800 | \$2,266,800 | \$6,200,600 | \$17,979,429 | \$9,100,643 | \$27,080,072 |
| Transportation Development Credits | | | | | | | |
| Requested | | | | | | | |
| Awarded | | | | | | | |

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

APPENDIX D

| | | | | | |
|-----------------|--|------------------|---------------------|-----------|-------------------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | C |
| COUNTY: | McLennan | LIMITS FROM: | FM 1695 (Hewitt Dr) | YOE COST: | \$170,000,000 |
| HIGHWAY NUM: | US 84 | LIMITS TO: | SS 298 | | |
| CSJ: | 0055-08-121 | MPO PROJECT ID: | S-048E | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Reconstruct main lanes, frontage roads, ramps, interchanges, and add direct connects | | | | PROJECT HISTORY: |

REMARKS: Note: Project under development, funding commitment beyond 2026

CONTRACT CSJ:
ANCESTORT CSJ:
DESCENDENT CSJ:
ROW/CON CSJ:

| | |
|---------------------------|----------------------|
| Construction: | \$170,000,000 |
| Preliminary Engineering: | \$9,098,900 |
| Right of Way Acquisition: | \$35,000 |
| Bond Financing: | \$0 |
| Construction Engineering: | \$14,168,300 |
| Contingencies | \$15,691,000 |
| Indirect | \$5,385,000 |
| Other: | \$0 |
| Total: | \$214,378,200 |

NO CURRENT FUNDING COMMITMENT

**TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026**

WACO METROPOLITAN PLANNING ORGANIZATION

APPENDIX D

| | | | | | |
|-----------------|---------------------------------------|------------------|-------------|-----------|-------------------------|
| TXDOT DISTRICT: | Waco | CITY: | Waco | PHASE: | C |
| COUNTY: | McLennan | LIMITS FROM: | SS 298 | YOE COST: | \$8,000,000 |
| HIGHWAY NUM: | US 84 | LIMITS TO: | Lake Air Dr | | |
| CSJ: | 0055-15-078 | MPO PROJECT ID: | S-048F | | |
| REVISION DATE: | Sep-23 | PROJECT SPONSOR: | TxDOT | | |
| DESCRIPTION: | Reconstruct roadway and realign ramps | | | | PROJECT HISTORY: |

REMARKS: Note: Project under development, funding commitment beyond 2026

CONTRACT CSJ:
ANCESTORT CSJ:
DESCENDENT CSJ:
ROW/CON CSJ:

| | |
|---------------------------|--------------------|
| Construction: | \$8,000,000 |
| Preliminary Engineering: | \$409,100 |
| Right of Way Acquisition: | \$0 |
| Bond Financing: | \$0 |
| Construction Engineering: | \$674,600 |
| Contingencies | \$348,800 |
| Indirect | \$242,100 |
| Other: | \$0 |
| Total: | \$9,674,600 |

NO CURRENT FUNDING COMMITMENT

Appendix F: Grouped Projects

In cooperation with the Federal Highway Administration, the Texas Department of Transportation developed statewide programs identified by statewide CSJs to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. A table of the eligible funding categories and corresponding CSJs can be found in this section.

Grouped CSJ projects are financially constrained at the state level. The use of statewide CSJs for these categories provides a more efficient method of programming and letting projects and decreases the necessity for TIP/STIP revisions. The Waco MPO will not have any Category 2U projects listed in this section of the TIP.

Grouped Highway Projects

Highway projects that are eligible to be grouped are not individually programmed in the TIP and are advanced as part of the STIP grouped project categories. Project identifiers are assigned by TxDOT. An illustrative listing of grouped highway projects eligible to be let during the FY 2023-2026 timeframe can be found in this section.

Grouped Bicycle and Pedestrian Projects

Most local bicycle and pedestrian projects are eligible to be grouped. These local projects are not individually programmed in the TIP and are advanced as part of the STIP grouped project categories. Note that MPO project identifiers correspond to IDs found within *Connections 2045 – The Waco Metropolitan Transportation Plan*, if applicable. The grouped bicycle and pedestrian projects are shown on Map F-1. An illustrative listing of grouped bicycle and pedestrian projects eligible to be let during the FY 2023-2026 timeframe can be found in this section.

Grouped Carbon Reduction Projects

Most local carbon reduction projects are eligible to be grouped. These local projects are not individually programmed in the TIP and are advanced as part of the STIP grouped project categories. Note that MPO project identifiers correspond to IDs found within *Connections 2045 – The Waco Metropolitan Transportation Plan*, if applicable. The grouped carbon reduction projects are shown on Map F-2. An illustrative listing of carbon reduction projects eligible to be let during the FY 2023-2026 timeframe can be found in this section.

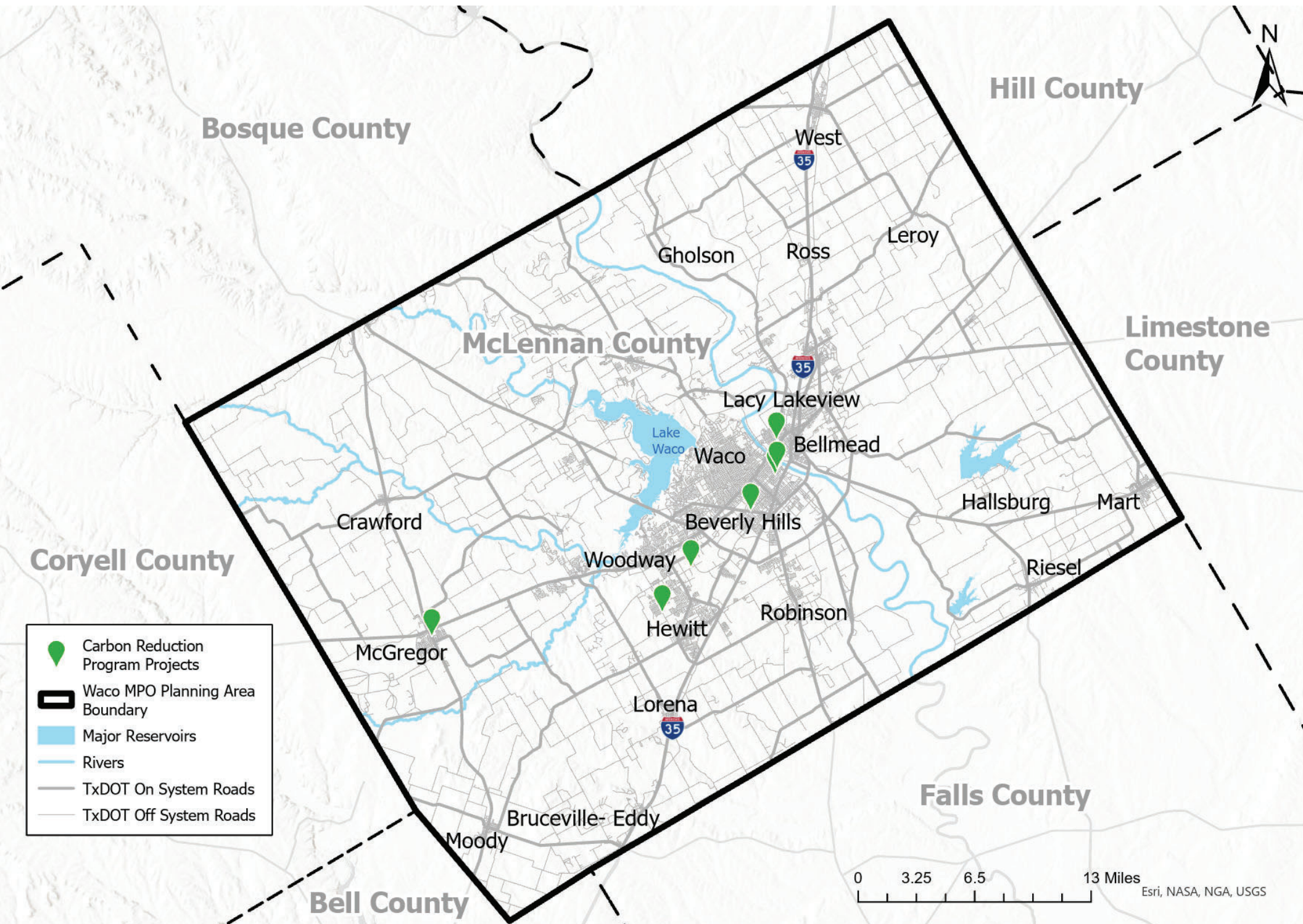


Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

| PROPOSED CSJ | GROUPED PROJECT CATEGORY | DEFINITION |
|---|---|--|
| 5000-00-950 | PE-Preliminary Engineering | Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed. |
| 5000-00-951 | Right of Way | Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying. |
| 5000-00-952 5000-00-957 5000-00-958 | Preventive Maintenance and Rehabilitation | Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3]. |
| 5000-00-953 | Bridge Replacement and Rehabilitation | Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges. |
| 5000-00-954 | Railroad Grade Separations | Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity |
| 5800-00-950 | Safety | Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity. |

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

| PROPOSED CSJ | GROUPED PROJECT CATEGORY | DEFINITION |
|--------------|--|--|
| 5000-00-956 | Landscaping | Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities. |
| 5800-00-915 | Intelligent Transportation System Deployment | Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs. |
| 5000-00-916 | Bicycle and Pedestrian | Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs). |
| 5000-00-917 | Safety Rest Areas and Truck Weigh Stations | Construction and improvement of rest areas, and truck weigh stations. |
| 5000-00-918 | Transit Improvements and Programs | Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4]. |
| 5000-00-919 | Recreational Trails Program | Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs. |

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped. On July 7, 2023, Waco MPO received revised guidance from TxDOT indicating projects funded with federal/state Congestion Mitigation Air Quality may be grouped (see *NEW INFO - CAT 10 CR Carbon Reduction Program* included in this amendment following Table 1).

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

***** NEW INFO - Cat 10 CR Carbon Reduction Program *****

TxDOT TPP recently received draft guidelines from FHWA regarding programming Cat 10CR Carbon Reduction Program funding:

Grouping

1. If you wish to program Cat 10CR on projects that are grouped/groupable in the STIP, **allow 6 weeks for TPP + FHWA review time.**
2. FHWA will need to receive proposed grouped projects from TPP in advance so they can review for approval.
3. TxDOT (in coordination with the MPOs) will identify projects proposed for grouping and CRP funding.
 - a. TxDOT District sends proposed grouped projects to Casey.Wells@txdot.gov, Adriana.Torcat@txdot.gov, and TPP_STIP@txdot.gov.
 - b. Following information is required: project, CSJ, location, scope, eligibility rationale, Cat 10 CR funding amount, and grouping rationale.
 - c. May include projects proposed for partial CRP funding (e.g., sidewalks on added capacity project). Eligibility rationale must describe portion of project scope proposed for CRP funding.
 - d. What is an eligible activity? Refer to FHWA's Program Guidance:
 - i. Fact Sheet: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm
 - ii. Guidance: https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf
 - iii. Activities listed as eligible do not require a demonstration of emissions reductions. Other projects may be eligible with a demonstration of emissions reductions.
 - iv. Dedicated Truck Parking is eligible as an *effort to reduce the environmental and community impacts of freight movement*. It is groupable only if located at an open Safety Rest Area.

Individually Listing:

1. If you wish to program Cat 10CR on projects that are/will be individually listed in the STIP, proceed. FHWA will review these projects when they are reviewing the STIP.
 - a. To avoid unallowed projects, ensure the project description matches or jives with the description of eligible activities.
 - b. May include projects proposed for partial CRP funding (e.g., sidewalks on added capacity project). Project description must describe portion of project scope proposed for CRP funding.
 - c. What is an eligible activity? Refer to FHWA's Program Guidance:

- i. Fact Sheet: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm
- ii. Guidance: https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf
- iii. Activities listed as eligible do not require a demonstration of emissions reductions. Other projects may be eligible with a demonstration of emissions reductions.
- iv. Dedicated Truck Parking is eligible as an *effort to reduce the environmental and community impacts of freight movement*. It must be individually listed if not located at an open Safety Rest Area.

Illustrative list of Grouped Bicycle and Pedestrian Projects

Project: MKT Trail
Program: Transportation Alternatives
Fiscal Year: 2023
Applicant: City of Waco
Extent: Purchased UPRR property from US 84 (East Waco Dr) to FM 933 (Gholson Rd)
MPO ID BP-007
TxDOT ID 5000-00-916

Construct 12-foot-wide reinforced concrete shared use trail for approximately 6,550 linear feet for bicycles and pedestrians

Project: Cedar Ridge Sidewalks
Program: Transportation Alternatives
Fiscal Year: 2024
Applicant: City of Waco
Extent: CS (N 19th St) from Lake Shore Dr to Park Lake Dr
MPO ID L-016
TxDOT ID 5000-00-916

Construct on- and off-road facilities for bicycles and pedestrians along N 19th St between Lake Shore Dr and Park Lake Dr. Construct continuous sidewalks on both sides from Park Lake Dr to Live Oak Dr.

Project: Indian Spring Pedestrian Connectivity
Program: Transportation Alternatives
Fiscal Year: 2024
Applicant: City of Waco
Extent: Jefferson Ave from N 13th St to 4th St, N University Parks Dr
TxDOT ID 5000-00-916

Construct 6-foot-wide concrete sidewalks, lighting, and curb ramps for approximately 4,600 linear feet along Jefferson Ave and 3rd St.

Illustrative list of Grouped Bicycle Carbon Reduction Projects

Project: MKT Rails to Trails Street Tree Installation Project
Program: Carbon Reduction Program
Fiscal Year: 2024
Applicant: City of Waco
Extent: Purchased UPRR property from Dallas Avenue to FM 933 (Gholson Rd)
MPO ID CR-001
TxDOT ID 5000-00-956

Install street trees along a 12-foot-wide reinforced concrete shared use trail that supports alternative mobility in an area of the city facing decline. Street trees will contribute to carbon reduction by filtering drinking water, cleaning air we breathe, shading mobility options on sunny days, and providing habitat to terrestrial biodiversity.

Project: Mars Drive Street Tree Installation Project
Program: Carbon Reduction Program
Fiscal Year: 2024
Applicant: City of Waco
Extent: FM 1695 (Hewitt Dr) to Texas Central Pkwy
MPO ID CR-002
TxDOT ID 5000-00-956

Install street trees along an active construction project that supports various alternative mobility options adjacent to Midway High School. Street trees will contribute to carbon reduction by filtering drinking water, cleaning the air we breathe, shading mobility options on sunny days, and providing habitat to terrestrial biodiversity.

Project: Mobilizing Microtransit
Program: Carbon Reduction Program
Fiscal Year: 2025
Applicant: City of Waco for Waco Transit
Extent: City of Waco
MPO ID CR-003
TxDOT ID 5000-00-918

Introduce micro transit (on-demand mobility service) which uses a mobile smartphone application to create dynamic routing that adapts to a passenger's individual trip needs within established zones and provide the service with fully accessible electric vans. This project will fund the purchase of software and one electric van.

Project: City of McGregor Frogger
Program: Carbon Reduction Program
Fiscal Year: 2025
Applicant: City of McGregor
Extent: SH-317 at corners of W 3rd/TX-317 and W 6th/TX-317
MPO ID CR-004
TxDOT ID 5800-00-915

Install pedestrian activated crossings at the corners of W 3rd/TX-317 and W 6th/TX-317 with the ability to be activated for safe pedestrian and bicycle crossing to encourage non-motorized travel throughout the downtown area of McGregor.

Project: Emission Reduction & Traffic Safety
Program: Carbon Reduction Program
Fiscal Year: 2024
Applicant: City of Beverly Hills
Extent: City of Beverly Hills
MPO ID CR-005
TxDOT ID 5800-00-915

Purchase and utilization of a radar traffic trailer to reduce speeding which will reduce miles per gallon in fuel, emissions, and provide a device that increases driver safety awareness and compliance in combination.

Project: Fourth Street Sidewalk Improvements
Program: Carbon Reduction Program
Fiscal Year: 2024
Applicant: City of Waco
Extent: S 4th Street between Webster Ave and Jackson Ave
MPO ID CR-006
TxDOT ID 5000-00-916

Reconstruct sidewalks adjacent to Live Oak School to revitalize the west side of 4th Street from Webster Avenue to Jackson Avenue. Project includes reconstruction/addition of curb and sidewalks, ADA ramps, decorative limestone retaining walls, trees, landscaping, and pedestrian lighting.

Project: Ritchie Road Sidewalk Extension
Program: Carbon Reduction Program
Fiscal Year: 2024
Applicant: City of Waco
Extent: Ritchie Rd between Park Meadows subdivision and West Warren St
MPO ID CR-007
TxDOT ID 5000-00-916

Extend sidewalk from Park Meadows residential subdivision to pedestrian crossing at West Warren Street to provide a safe connection to Park Hill Elementary School. Project includes addition of sidewalks, ADA ramps, and drainage improvements.

Project: Clay Avenue Sidewalk Improvements
Program: Carbon Reduction Program
Fiscal Year: 2024
Applicant: City of Waco
Extent: Clay Avenue between South 3rd St and South 8th St
MPO ID CR-008
TxDOT ID 5000-00-916

Add and improve sidewalks along Clay Avenue to provide safe and continuous pedestrian connections. Project will contribute to the revitalization of Clay Avenue and includes curb and sidewalks, ADA ramps, decorative limestone retaining walls and landscaping.

Appendix G: 2023 Update of Regional Performance Targets and Review of TIP Programming to Achieve Targets

Regional Performance Targets and Relationship to TIP Priorities

Transportation Performance Management (TPM) is federally required through the Fixing America's Surface Transportation (FAST) Act. It is a strategic approach that uses goals, measures, and data to make better informed decisions about how to invest transportation funding resulting in a better performing national transportation system with greater public benefit. Emphasis is placed on efficient delivery of goods, and safe reliable journeys to work, school, shopping and community activities. Funding is intended to be targeted toward projects aimed at achieving national performance goals for improving the safety, reliability and condition of roadway facilities that are a part of the National Highway System (NHS) and regional transit systems.

Future long-range transportation plans and short-range implementation programs (MTPs and TIPs) developed by the Waco MPO are required to demonstrate a performance-based decision process that ties back to performance targets. The Waco MPO is required to establish performance standards for the Waco Metropolitan Area and to meet subsequent reporting requirements. Performance measures focus on transportation system safety (PM1), condition of pavement and bridges (PM2), system reliability and freight movement (PM3), and transit safety and asset condition (PTASP, TAM).

The decision-based process used by the Waco MPO begins with candidate project evaluation and selection within Connections 2045: The Waco Metropolitan Transportation Plan (MTP). [Project Evaluation Criteria](#) may be found in Appendix B of the MTP. Candidate projects that significantly address one or more of the targets identified within this appendix receive higher scores, are more likely to be included within the MTP as a recommended priority and are prioritized higher within the MTP. [Section 7](#) of the MTP lists project recommendations from which this TIP is developed. Projects proposed for inclusion within the 2023-2026 TIP are those anticipated to assist in achieving most significantly one or more TPM targets adopted or supported by the MPO Policy Board. Project inclusion, however, is ultimately contingent upon sufficient funding being available.

Note: This Appendix contains updated performance targets adopted by the Waco MPO Policy Board between October 1, 2021 and February 17, 2023.

Safety Measures (PM1)

The Safety Performance rule (PM1) establishes safety performance measure requirements to assess fatalities and serious injuries on all public roads. Within the State of Texas, serious injuries are defined as 'incapacitating injuries' within the TxDOT Crash Records Information System (CRIS). The objective of PM1 is to ensure safety improvements guide funding prioritization to advance the national goal of maintaining safe roadway networks.

Required performance measurements include:

- Number of fatalities
- Fatalities per million vehicle miles traveled (fatality rate)
- Number of serious injuries (incapacitating injuries)
- Serious injuries per million vehicle miles traveled (incapacitating injury rate)
- Number of non-motorized fatalities and non-motorized serious injuries

Each year, the Texas Department of Transportation (TxDOT) sets safety performance targets for Texas for five federally required safety performance measures. The targets are applicable to all public roads in Texas regardless of functional classification or ownership. In support of these measures, the Waco MPO chose to support the Texas safety targets in February 2023. At the close of each year, TxDOT and the Waco MPO will report on significant progress toward meeting these targets.

On February 16, 2023, the Waco MPO Policy Board resolved to support TxDOT's 2023 statewide safety targets expressed as a five-year average:

Table G.1 – TxDOT 2023 Safety Targets

| Year | Number of Fatalities | Rate of Fatalities | Number of Serious Injuries | Serious Injury Rate | Total Number of Non-Motorized Fatalities and Serious Injuries |
|--|----------------------|--------------------|----------------------------|---------------------|---|
| 2023 Target | 3,159 | 1.20 | 17,819 | 6.77 | 2,340 |
| 2023 Target as a 5-year average (2019 to 2023) | 3,682 | 1.38 | 17,0762 | 6.39 | 2,357 |

TIP Programming to Achieve Safety Targets

The mix of projects selected by the Waco MPO for inclusion in the TIP is intended to support TxDOT in achieving its safety performance targets for the State of Texas transportation system given the availability of necessary funds. Below are the projects programmed within this TIP which were projected to address significant safety concerns within the Waco region.

Highway Projects – Construction Phase

- SH 31 at FM 2311 intersection:** Construct new overpasses and approaches
CSJ 0162-01-100
This project is expected to reduce fatal and serious injury crashes.
- IH-35 from S 12th St to N Loop 340:** Reconstruct, widen to 8 main lanes, reconstruct and realign ramps and frontage roads
CSJ 0015-01-246
This project is expected to reduce fatal and serious injury crashes.
- SP 298 (Franklin Ave) from US 84 E to SL 396 (Valley Mills Dr):** Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane
CSJ 0055-08-120
This project is expected to reduce fatal and serious injury crashes.

Highway Projects – Preliminary Engineering / Right of Way Phases

- SH 6 from SP 412 (McLaughlin Rd) to FM 185 (Lady Bird Rd)**
Widen to 4 lanes with center turn lane and shoulders
CSJ 0258-08-035
This project is expected to be very effective at reducing unacceptable numbers of total and severe crashes observed at this location.

- **FM 434 (S University Parks Dr) from US Bus 77 (La Salle Ave) to Garden Dr**
Widen from 2 to 4 lanes, add curb and gutter and bicycle/pedestrian accommodations
CSJ 0833-04-048
This project is expected to address a high number of total and severe crashes and provide safe bicycle and pedestrian facilities along the corridor.
- **US 84 from FM 1695 (Hewitt Dr) to SS 298**
Reconstruct main lanes, frontage roads, ramps, interchanges, and add direct connects
CSJ 0055-08-121
This project will shift storage of traffic backing up from intersections from main lanes to frontage roads which have slower speeds and should reduce possibility of rear-end crashes.

Grouped Projects

Since 2011, McLennan County has had a high number of fatal crashes due to vehicles running off the road and hitting a fixed object or crossing a divided highway median. Below are examples of projects the Waco District of TxDOT has programmed within the Grouped Project CSJ Program to reduce these types of crashes:

- **FM 3051 from W of Carson to the Brazos River:** Install cable median barrier
- **SL 484 from BU 77 to SL 484:** Install cable median barrier
- **SH 31 intersection of FM 939:** Install cable median barrier
- **Primrose from S 12th St to US 77:** Safety treat fixed objects
- **Hillcrest Dr at McArthur:** Install reflective backplate to traffic signal
- **US 84:** Upgrade signal head backplates with reflective borders

This TIP includes three grouped projects to address pedestrian safety within the vicinity of schools, community centers, grocery stores, retail, and restaurants.

- **J H Hines Elementary School Sidewalks:** Garrison St, Clifton St, and Elm Ave
- **Cedar Ridge Sidewalks:** N 19th St
- **Indian Spring Pedestrian Connectivity Sidewalks:** Jefferson Ave and 3rd St

Appendix D

While not programmed for construction during this TIP, several projects listed in Appendix D are anticipated to address additional significant safety concerns. These projects are those the MPO Policy Board has committed to programming into future TIPs as funding becomes available.

- **East Loop 340 from US 84 to LP 484:** Widen to 4 lanes divided
- **US 84 from US BUS 77 Intersection to Potts Interchange:** Convert to at-grade roundabout, construct bicycle and pedestrian path through intersection
- **South Bypass from US 84 west of McGregor to US 84 east of McGregor/Windsor Rd:** Construct new 2-lane State Loop, construct overpass across BNSF RR, install traffic signals at SH 317 and US 84
- **N Loop 340 from IH-35 to UPRR Overpass:** Install traffic signals at Bank Dr and Research Blvd, install pedestrian crosswalks and refuge islands at both intersections, construct continuous sidewalks along south side of road

Pavement and Bridge Condition Measures (PM2)

The Pavement and Bridge performance rule (PM2) establishes performance requirements to assess the condition of pavements and bridges on the National Highway System (NHS) and the Interstate System relative to a U.S. Department of Transportation (USDOT) definition of State of Good Repair (SGR). SGR is the condition in which a capital asset can operate at a full level of performance. The premise of the rule is to ensure roadway maintenance guides funding prioritization to further the national goal of strategically and systematically maintaining the nation's transportation system in good condition.

Required performance measurements include:

- Percent of Interstate pavements in good condition
- Percent of Interstate pavements in poor condition
- Percent of non-Interstate NHS pavements in good condition
- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges in good condition
- Percent of NHS bridges in poor condition
- Percent of bridge deck area defined as poor

On April 20, 2023, the Waco MPO Policy Board resolved to support TxDOT targets for pavement and bridge condition for NHS facilities:

- Interstate Pavements: 63.9% good condition, 0.2% poor condition
- Non-Interstate NHS System pavements: 45.5% good condition, 1.5% poor condition
- NHS System Bridges: 48.5% good condition, 1.5% poor condition

TIP Programming to Achieve Pavement and Bridge Targets

As of 2020, NHS facility pavement and bridge conditions within the Waco Region met or exceeded each of the statewide targets adopted by TxDOT. Nevertheless, the MPO and Waco District of TxDOT have an interest in ensuring that these conditions remain better than the state targets.

Highway Projects – Construction Phase

- **IH-35 from S 12th St to N Loop 340:** Reconstruct, widen to 8 main lanes, reconstruct and realign ramps and frontage roads
CSJ 0015-01-246
This project is expected to improve the pavement and bridge conditions for IH-35 between S 12th St. and N Loop 340.
- **SP 298 (Franklin Ave) from US 84 E to SL 396 (Valley Mills Dr):** Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane
CSJ 0055-08-120
This project is expected to improve the pavement conditions in the project areas.

Below are examples of preventative maintenance projects programmed within the Grouped Project CSJ Program to ensure this standard.

- US 84 from Windsor Rd to East McGregor – Seal Coat

- IH-35 from Hill County line to Falls County Line – Seal Coat
- SH 6 from SH 164 to Falls County Line – Seal Coat
- SL 340 from FM 3051 to Williams Dr - Overlay
- BU 77L from IH-35 to SL 574 – Remove and replace existing concrete pavement
- US 84 from SP 299 to SH 31 – Pavement repair and overlay
- SH 6 from FM 185 to McLennan/Bosque County Line – Seal Coat
- SH 6 from Lake Waco to US 84 – Seal Coat
- US 77 from 18th St to Traffic Circle – Mill and Overlay
- US 84 at SH 6 – Replace bridge and approaches
- SH 6 at Tehuacana Creek Relief – Replace bridge
- BU 77L at Brazos River – Replace bridge

Note: as of 2020, there were no NHS system bridges within the Waco Region rated as being in poor condition. While programmed within the previous TIP (2019-2022), the construction currently concluding for IH-35 between North Loop 340 and South 12th St has replaced or rehabilitated several NHS system bridges during fiscal years 2021 & 2022 that were rated as fair in 2020.

Travel Time Reliability Measures (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the NHS and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway, and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delay and expedite the movement of people and goods guide funding prioritization, furthering the national goal of improving the efficiency of the surface transportation system. Reliability references the level of consistency in transportation service over a specific time period and is the most important service quality attribute for travelers and freight transporters.

Required performance measurements include:

- Level of Travel Time Reliability (LOTR) for Interstates on the NHS
- Level of Travel Time Reliability (LOTR) for non-Interstates on the NHS
- Level of Truck Travel Time Reliability (TTTR) for Interstates on the NHS

Along with TxDOT, the MPO is responsible for setting system performance targets for two federally required travel time reliability measures and one freight reliability measure. The Texas A&M Transportation Institute (TTI) was contracted by TxDOT to collect travel time reliability and travel delay data for all NHS facilities in Texas. Using an analysis of past unreliable travel conducted by TTI, the Waco MPO is required to establish specific regional travel time and freight reliability targets for Interstate and NHS roadways in the Waco Metropolitan Area. TxDOT and the Waco MPO will report on travel time reliability and travel delay performance towards targets every four years. The MPO has the opportunity to review and adjust these targets every two years.

In June, 2022, the Waco MPO Policy Board adopted the following travel time and freight reliability targets for 2020 and 2022 for Interstate and NHS roadways in the Waco Metropolitan Area:

- Percent of reliable travel for all traffic on the Interstate System
- Percent of reliable travel for all traffic on other freeways and principal arterials
- Ratio of unreliable truck travel to average truck travel on the Interstate System

Reliability targets are 4-year targets but MPOs may make mid-point corrections if trends are different than anticipated. In 2022 MPO staff and the MPO Technical Advisory Committee recommended support for TxDOT's Travel Time Reliability Performance Targets and TTI's recommended future adjustments based on data and current local conditions. The Policy Board resolved to adopt these measures. The table below shows the targets adopted by the Policy Board in 2022 and the TTI / MPO Staff recommended mid-point and 4-year adjustments.

Table G.2 identifies the travel time reliability measures adopted by the Waco MPO Policy Board on June 16, 2022 for the year 2022.

Table G.2 – 2022 Travel Time Reliability and Travel Delay Targets

| System | Adopted 2022 Target | 2024 Target Recommendation* | 2026 Target Recommendation* |
|---|---------------------|-----------------------------|-----------------------------|
| Interstate All Traffic | 80% | 80% | 80% |
| Other Fwy / Principal Arterials All Traffic | 80% | 85% | 85% |
| Interstate Truck Ratio | 1.75 | 1.75 | 1.78 |

* Texas A&M Transportation Institute (TTI)

TIP Programming to Achieve Travel Time Reliability and Travel Delay Targets

The mix of projects selected by the Waco MPO for inclusion in the TIP are anticipated to help achieve the recommended system performance targets supported by the Waco MPO Policy Board in March 2021.

Highway Projects – Construction Phase

- IH-35 from S 12th St to N Loop 340:** Reconstruct, widen to 8 main lanes, reconstruct and realign ramps and frontage roads
 CSJ 0015-01-246
 This project is expected to significantly improve travel time reliability for IN-35.
- Spur 298 (Franklin Ave) from US 84 E to SL 396 (Valley Mills Dr):**
 Widen to six lanes divided, relocate main lanes to frontage roads, construct dual left turn lane
 CSJ 0055-08-120
 This project is expected to address unacceptable traffic conditions forecasted for 2045.

Highway Projects – Engineering and Right of Way Phases

- SH 6 from SP 412 (McLaughlin Rd) to FM 185 (Lady Bird Rd)**
 Widen to 4 lanes with center turn lane and shoulders
 CSJ 0258-08-035
 This project is expected to address unacceptable traffic conditions forecasted for 2045.

- **FM 434 (S University Parks Dr) from US Bus 77 (La Salle Ave) to Garden Dr**
Widen from 2 to 4 lanes, add curb and gutter and bicycle/pedestrian accommodations
CSJ 0833-04-048
This project is expected to address current unacceptable traffic conditions.
- **SH 317 from Bluebonnet Pkwy to FM 2671 (Mother Neff Pkwy)**
Widen to 4 lanes with center median, construct overpass for proposed BNSF RR Spur
This project is expected to provide capacity to accommodate additional traffic into McGregor Industrial Park

Transit Asset Condition (TAM)

The Transit Asset Condition performance rule (TAM) establishes national performance requirements to assess the condition of regional transit networks relative to a U.S. Department of Transportation (USDOT) definition of State of Good Repair (SGR). SGR is the condition in which a capital asset can operate at a full level of performance. The premise of the rule is condition of assets should guide funding prioritization to meet the national goal of strategically and systematically maintaining the nation's transit networks in good condition.

Each year in coordination with the Waco MPO, the Waco Transit System sets asset condition targets for three federally required transit asset performance measures for the regional transportation system. These measures focus on assessing the condition of rolling stock (e.g., buses and passenger vans), the condition of equipment (e.g., maintenance vehicles), and the condition of transit facilities (transit stations, maintenance shops). Currently, the Waco Transit System is the only public transportation operator within the Waco Region required to establish asset condition targets. As a result, the MPO may choose to support the Waco Transit System's asset condition targets. At the close of each year, the Waco Transit System and the MPO will report on significant progress toward meeting these targets and determine if targets are appropriate.

On February 17, 2022, the Waco MPO Policy Board resolved to support the Waco Transit System's 2021 asset condition targets for:

- Percentage of vehicles by type that exceed the Useful Life Benchmark (ULB)* – Table G.3
- Percentage of maintenance vehicles by type that exceed the ULB - Table G.3
- Percentage of facilities by group that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale** – Tables G.4 and G.5

Table G.3 – 2022 Rolling Stock and Equipment Condition Targets – Waco Transit System

| Service Area | Asset Class | 2021 Target for Exceeding Useful Life Benchmark* |
|--------------|-------------|--|
| Urban | Bus | 40% |
| Urban | Cutaway | 25% |
| Urban | Van | 0% |

| | | |
|-------|--------------------------------|------|
| Urban | Automobile | 100% |
| Urban | Service Vehicle | 100% |
| Rural | Cutaway | 33% |
| Rural | Van | 100% |
| Rural | Minivan | 0% |
| Rural | Automobile | 0% |
| Urban | Non-Revenue Utility Vehicle | 100% |
| Rural | Non-Revenue Supervisor Vehicle | 0% |

**Useful Life Benchmark (ULB): defined by FTA as the expected amount of time in years that a vehicle type is estimated to function, when acquired new and assuming routine maintenance is practiced.*

Table G.4 – 2022 Facility Condition Targets – Waco Transit System

| Facility | Overall Condition Score | 2021 Target |
|---|-------------------------|--|
| Transit Administration & Maintenance Building | 4.4 out of 5.0 | 12% of elements rated less than adequate |
| Transit Intermodal Terminal | 4.4 out of 5.0 | 12% of elements rated less than adequate |

Table G.5 – USDOT TERM Scale: Facility Condition Assessment

| TERM Rating** | Condition | Description |
|---------------|-----------|---|
| Excellent | 4.8-5.0 | No visible defects, near-new condition |
| Good | 4.0-4.7 | Some slightly defective or deteriorated components |
| Adequate | 3.0-3.9 | Moderately defective or deteriorated components |
| Marginal | 2.0-2.9 | Defective or deteriorated components in need of replacement |
| Poor | 1.0-1.9 | Seriously damaged components in need of repair |

***Transit Economic Requirements Model (TERM Scale): a 5-point scale used by FTA as a tool to assess facility conditions. A transit asset is deemed to be in good repair if it has a TERM rating of 3, 4 or 5.*

TIP Programming to Achieve Transit Asset Condition Targets

Due to fiscal constraint limitations, Waco Transit System, Inc. was not able to identify resources to acquire new vehicles during the timespan of this TIP. As a result, the targets adopted in table G.3 represent the subsequent effect of aging on the transit vehicle fleet for FY 2022. Nevertheless, Waco Transit System, Inc. has programmed \$6,951,000 within this TIP for preventative maintenance to ensure that the existing vehicle fleet and transit facilities will remain safe and function reliably through FY 2026.

Transit Safety Measures (PTASP)

The Public Transportation Agency Safety Plan (PTASP) rule establishes national performance requirements to assess the effectiveness of efforts by regional transit providers to reduce the likelihood of safety risks and hazards that may affect their transit networks. The objective of the rule is to ensure safety improvements that help transit agencies manage safety risks should guide funding prioritization to advance the national goal of maintaining safe transit networks.

Beginning in July, 2020, and in each subsequent year, the Waco Transit System must certify it has a safety plan in place that meets the requirements of the federal rule. As part of PTASP requirements, the transit agency must set safety performance targets in its annual safety plan based on the following safety performance measures that the Federal Transit Administration (FTA) has established in the National Public Transportation Safety Plan (NSP):

- Number of fatalities
- Fatalities per vehicle revenue miles by mode (fatality rate)
- Number of serious injuries (incapacitating injuries)
- Serious injuries per vehicle revenue miles by mode (incapacitating injury rate)
- Number of safety events
- Safety events per vehicle revenue miles by mode (safety event rate)
- Mean distance between major mechanical failures by mode

After establishing its safety performance targets, the Waco Transit System provided its safety targets to the Waco MPO, along with its safety plan. Once received, the Waco MPO referenced those safety targets to inform investment priorities within its metropolitan transportation planning process. The Waco Transit System will report on significant progress toward meeting these targets and determine if targets are appropriate on an annual basis.

On February 17, 2022, the Waco MPO Policy Board resolved to support the Waco Transit System's 2021 Agency Safety Plan and targets identified in table G.6 below.

Table G.6 – MPO Relevant Targets Identified with the Adopted PTASP (5-year averages)

| 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 Mechanical Failures | 14,123 miles | 12,409 miles |

TIP Programming to Achieve Transit Safety Targets

Due to fiscal constraint limitations, Waco Transit System, Inc. was not able to identify resources to acquire new vehicles during the timespan of this TIP. As a result, the targets adopted in table G.6 represent the subsequent effect of aging on the transit vehicle fleet for FY 2022 and its impact on potential significant mechanical failures. Nevertheless, Waco Transit System, Inc. has programmed \$6,951,000 within this TIP for preventative maintenance to ensure that the existing vehicle fleet will remain safe and function reliably through FY 2026.

Included within the programming for transit operations are several efforts adopted by Waco Transit System, Inc. to improve driver performance and encourage a culture of safety within their operations.



Proposed Amendments to the FY 2023-2026 Transportation Improvement Program (TIP)

PUBLIC COMMENT

Rick Butler

Waco Resident – North corridor by Loop 340

Recently a newspaper article ask[ed] for local residents to share their feeling about the continuing road construction projects in Waco and McLennan County area. I would really like to submit my feeling about the planning of some of the alternate route projects that will be affected by the remainder of the I35 project.

Continuing road construction projects in the Waco area:

The first and most critical road project has not been addressed in the newspaper article recently. That is the completion of the widening of Loop 340 from I35 to Hwy 84 in Bellmead. This project was started from I35 and stopped at Hwy 6 several years ago. The remaining road from Hwy [6] to Hwy 84 is still two lane and even with the completion of the North I35 widening project, this is still a bottle neck of traffic.

While the I35 widening project was going on [3 years] the traffic on Loop 340 was truly a nightmare. Traffic often was backed up going north almost to Elk Road especially on Fridays, Saturdays, and Sundays. Traffic going south was constantly backed up to Elk Road also. The alternate traffic route in these areas was more than the two-lane road could handle, and for the people living in the Timbercrest/Orchard Lane areas it was truly frustrating.

When the original 340 project started the published information stated that the initial project would be completed up to Elk Road going north, and that the remaining part of the widening project would be completed a year or two later. Somehow this project was put on the back burner, and this has caused much congestion around Loop 340, especially during the I35 widening project.

Other areas affected by the unfinished Loop 340 project was, and is, Hwy 77 from Orchard Lane to I35. traffic was often backed up to Orchard Lane going north because drivers were looking for alternate ways to by-pass Loop 340 congestion. This also made Orchard Lane very busy because of drivers looking for the best way to get through all the problems.

The road conditions have deteriorated on the two-lane section of 340 because of the extra traffic, especially the 18-wheeler traffic. With all the extra 18-wheelers stopping and starting again and again, this has added to the congestion greatly. With the next I35 widening project about to start, if the Loop 340 project is not completed, we'll have the same stifling congestion again for all the years this project take[s] to complete.

The other projects I can't speak directly about are the Franklin Ave. and New Road intersection. Even when the intersection was designed [before traffic increased], this intersection has long been a hazard to all drivers going through this area. If the police were to sit there for one day, they could

make enough money in traffic citations to make a significant impact on the city budget. It might even decrease the number of accidents in that area also. I hope the city engineers can design something much more efficient and logical for this area.

One last observation. Please hire construction companies that work faster than they did on the 5th street project. This was absolutely the worst paced project I have ever seen. I traveled through that area a great deal during the project trying to find an alternate route beside Loop 340 of I35 to get home.

I have other concerns also but will make those in another communication soon.

Resident of Waco
Richard Butler



**Proposed Amendments to the
FY 2023-2026 Transportation Improvement Program (TIP)**

PUBLIC COMMENT

Clint Schroff

[Clarke & Wyndham Inc., Real Estate Investment Services](#)

Mr. Clint Schroff phoned the Waco MPO office on Wednesday, September 6, 2023 concerning access to the Franklin Village Shopping Center located at the intersection of Franklin Avenue and New Road that may be impacted by planned construction at this intersection (Spur 298 project).

Mr. Schroff is the current managing real estate agent and attorney from Clarke & Wyndham, Inc. representing the current property owner. On behalf of the property owner, Mr. Schroff expressed a desire for improved access to and from the shopping center via Franklin Avenue and in particular, New Road.

Property Address:

Franklin Village Shopping Center, 101 S New Road – 111 Waco, TX 76710

Mr. Schroff was provided a weblink to the TxDOT design schematics and comment forms for the Spur 298 project, and contact information for the Public Information Officer at the TxDOT Waco District Office and the City of Waco Public Works Office. MPO staff notified both offices after receiving Mr. Schroff's phone call.

On September 15, 2023, Mr. Schroff confirmed with MPO staff that he was contacted by TxDOT and City of Waco staff, and both offices will be following up with him regarding his concerns.

FRANKLIN VILLAGE

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REAL ESTATE INVESTMENT SERVICES

RETAIL SPACE
FOR LEASE

WACO, TEXAS



SPACE AVAILABILITY

SUITE 4-B

- 2,385 SF
- RETAIL SPACE
- LEASE TYPE: NNN
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