



The Transportation Improvement Program

Waco Urbanized Area For
Fiscal Years 2021 Through 2024

Appendix G – 2021 Update of Regional Performance Targets and Review of
TIP Programming to Achieve Targets – May 2021

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

Appendix G: 2021 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 2021-2024 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, 2020 and March 18, 2021.

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 these 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 March 2021. At the close of each year, TxDOT and the Waco MPO will report on significant progress toward meeting these targets.

On March 18, 2021, the Waco MPO Policy Board resolved to support TxDOT's 2021 safety targets:

Table G.1 – TxDOT 2021 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
2021 Projection	4,117	1.50	18,828	6.56	2,507
2021 Target	3,384	1.25	18,835	6.51	2,560
2021 Target as a 5-year average (2016 to 2020)	3,687	1.33	17,151	6.06	2,316

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

- SH 31 at FM 939**
 Construct Main Lane Overpass
 CSJ 0162-01-097
 This project is expected to be very effective at reducing the numerous fatal and serious injury crashes observed at this location since 2015.
- SH 6 / West Loop 340 from IH-35 to US 84 (Mall to Mall project)**
 Construct Continuous Frontage Roads, Reconstruct Main Lane Railroad Overpasses, Realign On & Off Ramps
 CSJ 0258-09-142
 This project is expected to be very effective at reducing the very high number of total crashes along this corridor which includes several fatal and serious injury 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. The Waco District of TxDOT has programmed the following projects within the Grouped Project CSJ Program to reduce these types of crashes:

- FM 939 from FM 342 to SH 164 – Rehab and Widen Roadway
- FM 939 from FM 2957 to FM 342 – Rehab and Widen Roadway
- SH 317 from US 84 to FM 107 – Safety treat fixed objects

- Primrose Dr from US 77 to S 12th St – Safety treat fixed objects
- FM 3268 from FM 185 to FM 3047 – Rehab and Widen Roadway
- US 84 from BNSF RR overpass in McGregor to Oak Creek Cir – Install Median Barrier
- US 84 from Oak Creek Cir to South Bosque River – Install Median Barrier

Additionally, safety funding within the Safety Grouped CSJ was awarded for FY 2022 to the City of Waco to address pedestrian fatalities and serious injuries along this corridor:

- North 19th St from Meridian Ave to Clark Ave - Improve traffic signals, improve pedestrian signals, improve school zone, install sidewalks

Bicycle and Pedestrian Projects

This TIP has programmed 2 projects to address pedestrian safety within the vicinity of elementary and secondary schools.

- J H Hines Elementary School Sidewalks: Garrison St, Clifton St, and Elm Ave
- Lorena Elementary and Middle School Sidewalks: Williams Rd and North Houston St

Highway Engineering Phases

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

- East Loop 340 from US 84 to SH 6 – Widen to 4 lanes divided
- Franklin Ave (Spur 298) from Lake Air Dr to New Rd – Reconstruct New Road interchange
- SH 31 at FM 2311 – Construct Main Lane Overpass
- US 84 from SH 6 / West Loop 340 to FM 1695 – Realign on & off ramps

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 January 21, 2021, the Waco MPO Policy Board resolved to support TxDOT targets for pavement and bridge condition for NHS facilities:

- 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

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 has an interest in ensuring that these conditions remain better than the state targets and thus have programmed several preventative maintenance projects within the Grouped Project CSJ Program to ensure this standard.

- US 84 from SH 6 to the South Bosque River – Seal Coat
- SH 6 / South Loop 340 from US 77 to the Brazos River – Seal Coat
- US Business 77 from IH-35 to Loop 574 – Mill, Seal, Overlay
- US 84 from Windsor Rd to Bulldog Ln – Seal Coat

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 underway for IH-35 between North Loop 340 and South 12th St will either replace or rehabilitate 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 (LOTTR) for Interstates on the NHS
- Level of Travel Time Reliability (LOTTR) 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, 2018, 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. The table below shows the previous targets adopted by the Policy Board in 2018 and the TTI / MPO Staff recommended mid-point adjustments. Data from 2019 suggests that reliability for IH-35 is less than what was identified from the 2017 data; IH-35 construction will still have significant impacts between North Loop 340 and South 12th Street in 2022. Additionally, the Mall-to-Mall project, impacting the other freeway category, will be moving to construction in FY 2022. As a result, MPO staff recommended target adjustments that represent significantly less reliable traffic for FY 2022.

Table G.2 identifies the travel time reliability measures adopted by the Waco MPO Policy Board on March 18, 2021 for the year 2022.

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

System	System	Adopted Target (2018)	2022 Adjusted Target Recommendation
All Traffic	Interstate	95%	80%
All Traffic	Other Freeways or Principal Arterials	85%	80%
Trucks Only	Interstate	1.40	1.75

TIP Programming to Achieve Travel Time Reliability and Travel Delay Targets

For the 2021-2024 TIP, all highway projects identified in the TIP for either preliminary engineering, right of way acquisition or construction are part of either the Interstate Highway System or the National Highway System. The scopes of work for each of these projects will either address a capacity deficiency, a bottleneck concern, or an issue with incidents such as severe crashes (refer to the section for PM1 Safety Measure on page 58). As a result, the mix of projects selected by the Waco MPO for inclusion are anticipated to achieve the recommended system performance targets supported by the Waco MPO Policy Board in March 2021.

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 March 18, 2021, 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 – 2021 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	67%
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 – 2021 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 2021. Nevertheless, Waco Transit System, Inc. has programmed \$6,423,000 within this TIP for preventative maintenance to ensure that the existing vehicle fleet and transit facilities will remain safe and function reliably through FY 2024.

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 December 17, 2020, the Waco MPO Policy Board resolved to support the Waco Transit System's 2020 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 2021 and its impact on potential significant mechanical failures. Nevertheless, Waco Transit System, Inc. has programmed \$6,423,000 within this TIP for preventative maintenance to ensure that the existing vehicle fleet will remain safe and function reliably through FY 2024.

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.



RESOLUTION 2021-5

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 Texas Department of Transportation to establish safety targets for the following measures based on five year rolling averages:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries, and

WHEREAS, the Texas Department of Transportation (TxDOT) has communicated a set of safety targets for calendar year 2021; and,

WHEREAS, the FAST Act also requires each MPO to either support the safety targets established by TxDOT or adopt a separate set of targets no later than 180 days after TxDOT adoption.

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 Texas Department of Transportation 2021 safety targets for the five safety performance measures attached herein.

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

Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Serious Injury Rate	Total Number of Non-Motorized Fatalities and Serious Injuries
2021 Projection	4,117	1.50	18,828	6.56	2,507
2021 Target	3,384	1.25	18,835	6.51	2,560
2021 Target as a 5-year average (2016 to 2020)	3,687	1.33	17,151	6.06	2,316

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 18th day of March, 2021.

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

ATTEST:

Christopher Evilia Digitally signed by Christopher Evilia
Date: 2021.03.09 11:15:50 -06'00'

Christopher Evilia, AICP
Director

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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:

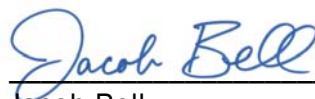
Interstate Pavements: 66.5% good condition, 0.2% poor condition
Non-Interstate NHS System pavements: 54.1% good condition, 14.2% poor condition
NHS System Bridges: 50.42% good condition, 1.5% poor condition

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

Digitally signed by Christopher
Evilia
Date: 2021.01.21 15:07:19 -06'00'

Christopher Evilia, AICP
Director

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RESOLUTION 2021-4

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 establish travel time reliability targets unique to the Waco Metropolitan Area for the following measures:

1. Percent of 'reliable' travel for all traffic on the Interstate System, and
2. Percent of 'reliable' travel for all traffic on other Freeways and Principal Arterials, and
3. Ratio of unreliable truck travel to average truck travel – Interstate System, and

WHEREAS, the Waco MPO Policy Board adopted travel time reliability targets for 2022 in June of 2018; and,

WHEREAS, the FAST Act permits MPOs to adjust the aforementioned reliability targets 2 years after initial adoption; and,

WHEREAS, the Texas A&M Transportation Institute (TTI) has performed an analysis of each MPO within Texas regarding past unreliable travel and provided recommendations for target adjustments; and,

WHEREAS, the Waco MPO staff and Waco MPO Technical Committee have reviewed the recommendations of TTI and have provided recommended adjustments to the 2022 reliability targets.

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

That the Waco MPO Policy Board hereby adopts revisions to three regional travel time reliability performance measures for the year 2022 as follows:

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(254) 750-5651
www.waco-texas.com/cms-mpo
mpo@wacotx.gov

System	System	Adopted Target (2018)	2022 Target Recommendation
All Traffic	Interstate	95%	80%
All Traffic	Other Freeways or Principal Arterials	85%	80%
Trucks Only	Interstate	1.40	1.75

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 18th day of March, 2021.

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

ATTEST:

Christopher Evilia

Digitally signed by Christopher
Evilia
Date: 2021.03.09 11:15:07 -06'00'

Christopher Evilia, AICP
Director

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RESOLUTION 2021-3

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 each transit agency utilizing federal funds to establish annual targets for asset condition; and,

WHEREAS, the annual targets for asset condition of rolling stock and support equipment are to be based on a useful life benchmark; and,

WHEREAS, the annual targets for asset condition of facilities and infrastructure are to be based on an overall condition score utilizing the Federal Transit Administration TERM scale and percent of elements that rate less than adequate; and,

WHEREAS, Waco Transit System, Inc. is the only transit agency within the Waco Metropolitan Area utilizing federal funds; and,

WHEREAS, as of October 1, 2020, Waco Transit System, Inc. has adopted condition targets for the relevant aforementioned assets, and

WHEREAS, the FAST Act requires each MPO to either adopt the asset condition targets established by relevant transit agencies or adopt a separate set of targets for the Waco Metropolitan Area no later than 180 days after adoption.

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

That the Waco MPO Policy Board hereby agrees to adopt the Waco Transit System, Inc. asset condition targets for 2021 attached herein.

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

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Service Area	Asset Class	2021 Target for Exceeding Useful Life Benchmark
Urban	Bus	40%
Urban	Cutaway	67%
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%

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

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 18th day of March, 2021.

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

ATTEST:

Christopher Evilia Digitally signed by Christopher Evilia
Date: 2021.03.09 11:14:21 -06'00'

Christopher Evilia, AICP
Director

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RESOLUTION 2020-11

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, 49 CFR Part 673 requires each Tier 2 public transportation agency receiving federal funds to adopt a Public Transportation Agency Safety Plan (PTASP) that identifies the strategies the agency will implement to reduce fatalities, serious injuries, safety events and major mechanical failures associated with the operations and maintenance of their system; and,

WHEREAS, Waco Transit Inc. operates a Tier 2 public transportation agency within the Waco Metropolitan Area; and,

WHEREAS, Waco Transit Inc. adopted a Public Transportation Agency Safety Plan on June 16, 2020; and,

WHEREAS, the PTASP identifies future targets for fatalities, serious injuries, safety events and major mechanical failures for both the fixed route and demand response services operated by Waco Transit Inc.; and,

WHEREAS, 23 CFR Part 450 requires MPOs to incorporate the safety targets identified within the PTASP as part of their transportation planning process and demonstrate how project selection will assist in the accomplishment of said targets.

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

That the Waco MPO Policy Board hereby acknowledges and accepts the Public Transportation Agency Safety Plan adopted by Waco Transit Inc.

That the Waco MPO Policy Board supports the safety targets identified within the Public Transportation Agency Safety Plan and agrees to incorporate them within Connections 2045: The Waco Metropolitan Transportation Plan.

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That the Waco MPO Policy Board further resolves that it will plan and program projects within the Waco Metropolitan Transportation Plan and Transportation Improvement Program that contribute to the accomplishment of the PTASP safety 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.

PASSED AND APPROVED this the 17th day of December 2020.



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

ATTEST:

Christopher Evilia

Digitally signed by Christopher
Evilia
Date: 2021.03.04 16:00:49 -06'00'

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