NOTICE OF PUBLIC MEETING

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

9:00 A.M. Thursday, February 21, 2019

South Waco Community Center
2815 Speight Ave
Waco, Texas

AGENDA

I. Call to Order, Proof of Posting.

II. Approval of the January 17, 2019 meeting minutes.

III. Discussion regarding drainage design for the widening and reconstruction of Interstate Highway 35 between North Loop 340 and South 12th Street.

IV. Consideration and Action regarding approval of Resolution 2019-1: Waco MPO Policy Board Support for an additional commitment of $8 million from TxDOT Category 2 to partly fund the Widening and Reconstruction of Interstate Highway 35 from North Loop 340 to South 12th Street
   A. Staff Presentation
   B. Continuation of Public Hearing from January 17, 2019
   C. Consideration and Action

V. Consideration and Action regarding approval of Resolution 2019-3: Waco MPO Policy Board support of safety targets established by the Texas Department of Transportation for calendar year 2019 in accordance with requirements identified as part of the Fixing America’s Surface Transportation (FAST) Act.
   A. Staff Presentation
B. Public Hearing

C. Consideration and Action

VI. Consideration and Action regarding approval of Resolution 2019-4: Adoption of public transportation asset condition targets established by Waco Transit, Inc. for calendar year 2019 for the Waco Metropolitan Area in accordance with requirements identified as part of the Fixing America’s Surface Transportation (FAST) Act.

A. Staff Presentation

B. Public Hearing

C. Consideration and Action

VII. Directors Report

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

VIII. Public Hearing of visitors regarding any item of MPO business*

IX. Adjournment.

*The Policy Board cannot respond to comments received during the public hearing regarding items of business not specifically identified on this agenda.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services should contact the MPO at (254) 750-5651 at least twenty-four (24) hours before this meeting so that appropriate arrangements can be made.

I hereby certify that this agenda was posted on the bulletin boards at Waco City Hall and McLennan County Courthouse, Waco, Texas on the _____ day of February, 2019 at ______________.

____________________________________
Christopher Evilia, AICP
Director
It is the opinion of the City Attorney’s Office that this agenda complies with the requirements of Chapter 551 of the Texas Government Code.

_____________________________________
Jennifer Richie
City Attorney

Si gustaría abordar al comité representativo de la Organización de Planeación Metropolitana en una reunión pública y necesita un intérprete, sírvase llamar a Doris Sandberg por lo menos 24 horas de antemano de la reunión anunciada al número telefónico 254-750-5651.

Si necesita información adicional o una traducción de este documento, dirija su solicitud por correo a la Organización de Planeación Metropolitana a este número telefónico: 254-750-5651, o por correo esta dirección: P.O. Box 2570 Waco, Texas 76702.
Summary Notes DRAFT

### Members Present:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position and Location</th>
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</thead>
<tbody>
<tr>
<td>Mr. Jacob Bell, P.E.</td>
<td>Citizen Representative, City of Waco</td>
</tr>
<tr>
<td>Mr. Keith Bond</td>
<td>City Manager, City of Lacy Lakeview</td>
</tr>
<tr>
<td>Hon. Kyle Deaver</td>
<td>Mayor, City of Waco</td>
</tr>
<tr>
<td>Mr. Kevin Evans</td>
<td>City Manager, City of McGregor</td>
</tr>
<tr>
<td>Mr. Ben Perry, Proxy for Hon. Scott Felton</td>
<td>County Judge, McLennan County</td>
</tr>
<tr>
<td>Mr. Bradley Ford</td>
<td>Assistant City Manager, City of Waco</td>
</tr>
<tr>
<td>Hon. Jim Holmes</td>
<td>Council Member, City of Waco</td>
</tr>
<tr>
<td>Hon. Jim Jaska</td>
<td>Mayor, City of Ross</td>
</tr>
<tr>
<td>Hon. Will Jones</td>
<td>County Commissioner, Pct. 3, McLennan County</td>
</tr>
<tr>
<td>Hon. John Kinnaird</td>
<td>Council Member, City of Waco</td>
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<tr>
<td>Hon. Dillon Meek</td>
<td>Council Member, City of Waco</td>
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<tr>
<td>Mr. Joseph R. Pace</td>
<td>City Manager, City of Lorena</td>
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<tr>
<td>Mr. Reggie Richardson</td>
<td>Plan Commission, City of Waco</td>
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<tr>
<td>Mr. Stan Swiatek, P.E.,</td>
<td>District Engineer, Texas Dept. of Transportation, Waco District</td>
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### Members Absent:

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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Ms. Andrea J. Barefield</td>
<td>Council Member, City of Waco</td>
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<tr>
<td>Hon. Travis Gibson</td>
<td>Council Member, City of Bellmead</td>
</tr>
<tr>
<td>Hon. Steve Janics</td>
<td>Council Member, City of Robinson</td>
</tr>
<tr>
<td>Dr. Shawn Oubre</td>
<td>City Manager, City of Woodway</td>
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### Staff:

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<thead>
<tr>
<th>Name</th>
<th>Position</th>
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</thead>
<tbody>
<tr>
<td>Mr. Christopher Evilia, AICP</td>
<td>Director, Waco MPO</td>
</tr>
<tr>
<td>Ms. Annette Shepherd</td>
<td>Planner, Waco MPO</td>
</tr>
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### Others:

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<th>Name</th>
<th>Position and Location</th>
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<tr>
<td>Ms. Jessica Attas</td>
<td>Greater Waco Chamber of Commerce</td>
</tr>
<tr>
<td>Mr. Curtis Beitel</td>
<td>Structural Engineer, HDR Engineering, Inc., Fort Worth</td>
</tr>
<tr>
<td>Mr. Michael Bolin</td>
<td>Deputy District Engineer, Texas Dept. of Transportation, Waco District</td>
</tr>
<tr>
<td>Ms. Liz Bullock</td>
<td>Transportation Planning Administrator, Texas Dept. of Transportation, Waco District</td>
</tr>
<tr>
<td>Mr. Jonathan Cannon</td>
<td>Project Engineer, Walker Partners Engineering/Surveying</td>
</tr>
<tr>
<td>Mr. Malcolm Duncan Jr.</td>
<td>Vice Chair, Waco Housing Authority Board of Directors</td>
</tr>
<tr>
<td>Mr. Victor Goebel</td>
<td>Director, Transportation Planning and Development, Texas Dept. of Transportation, Waco District</td>
</tr>
<tr>
<td>Ms. Brigida Gonzalez</td>
<td>Transportation Planner, TPP</td>
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<tr>
<td>Ms. Kathy Jobe</td>
<td>Jobe Outdoor</td>
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I. **Call to Order, Proof of Posting**

Chairman Meek called the January 17, 2019 meeting of the MPO Policy Board to order at 2:00 p.m.

Director Evilia stated meeting agendas were posted at the City of Waco on January 17, 2019 and the McLennan County Courthouse on January 17, 2019.

Mayor Deaver, City of Waco, called to order a concurrent meeting of the Waco City Council.

II. **Approval** of the December 20, 2018 meeting minutes

Chairman Meek asked for any changes to the minutes.
No changes were voiced.
Minutes were approved as submitted.

III. **Discussion** regarding drainage design for the widening and reconstruction of Interstate Highway 35 between North Loop 340 and South 12th Street.

Consultant Presentation: Jed Walker, Walker Partners Engineering/Surveying

Consultant hired by the City of Waco to study drainage impacts of TxDOT’s plan to widen and reconstruct IH 35 between North Loop 340 and South 12th Street (IH 35 Phase 4B), briefed the Policy Board on drainage issues associated with Waco Creek believed to be worsened by the project.

Subsequent discussion focused on potential options to reduce the chance of exacerbated flooding.

IV. **Consideration and Action** regarding approval of Resolution 2019-1: Waco MPO Policy Board Support for an additional commitment of $8 million from TxDOT Category 2 to partly fund the widening and reconstruction of Interstate Highway 35 from North Loop 340 to South 12th Street.
A. Staff Presentation – Director Evilia

Background:
- The winning bid for IH 35 Phase 4B construction is more than $41 million over the estimated cost of $300 million.
- Due to funding shortfall, TxDOT has requested the MPO Policy Board support the use of an additional $8 million of Category 2 funding beyond the $80 million of Category 2 funding already allocated by the MPO Policy Board.

Purpose of Resolution:
- Resolution 2019-1 informs the Texas Transportation Commission of the desire to commit additional $8 million from TxDOT Category 2 funding to IH 35 Phase 4B.
- The resolution addresses a time sensitive request of TxDOT so it is considered separately from related actions regarding the application of TxDOT Category 2 dollars to other regional transportation priorities in the pipeline.

Requested Modifications to Resolution:
- City of Waco Members requested the Policy Board consider the following modifications to the proposed Resolution 2019-1:
  o Funding contingent on the preservation of cross access in the downtown area during all phases of construction.
  o Funding contingent on TxDOT funding all or a portion of additional storm water mitigation work at Waco Creek (S 11th / S 12th Streets).

Discussion Highlights:
- On behalf of the City of Waco, Mayor Deaver requested the Policy Board continue the public hearing on this resolution until the February 21, 2019 meeting of the MPO Policy Board rather than modify the resolution, to give the City of Waco and TxDOT more time to reach agreement on cross access and drainage concerns.

B. Public Hearing

Chairman Meek opened the public hearing.
Motion by Mayor Deaver to continue the Public Hearing regarding Resolution 2019-1: Waco MPO Policy Board Support for an additional commitment of $8 million from TxDOT Category 2 to partly fund the widening and reconstruction of Interstate Highway 35 from North Loop 340 to South 12th Street to February 21, 2019.
Seconded by Council Member Kinnaird.
Motion passed with a vote of 14-0.
Chairman Meek declared the public hearing continued to February 21, 2019.

C. Consideration and Action

The scheduled public hearing was continued to the February 21, 2019 meeting of the MPO Policy Board so no action was taken on Resolution 2019-1.
V. Consideration and Action regarding approval of Resolution 2019-2: Waco MPO Policy Board Support for a commitment of funds from TxDOT Category 2 to partly, wholly or not fund the following highway construction projects:

2. Construction of continuous center left turn lane and curb and gutter for FM 2113 from FM 2063 to FM 1695
3. Widening of East Loop 340 from SH 6 / Marlin Hwy to US 84
4. Widening of SH 6 from Spur 412 / McLaughlin Rd to FM 185
5. Reconstruction of Spur 298 / Franklin Ave from Lake Air Dr to New Rd including the New Rd interchange

A. Staff Presentation – Director Evilia

Background:

- TxDOT’s 2019 Unified Transportation Program (UTP) which will guide transportation project development through FY 2029, is currently under development. The UTP outlines anticipated project level expenditures and ensures adequate funds are forecasted to construct projects under each phase of development.

- TxDOT has implemented a new policy for MPOs with regard to development of the 2019 UTP:
  - An MPO may program all Category 2 funds identified within the 10-year UTP contingent on the readiness of projects for construction, existence of sufficient statewide cash flow, and concurrence of the Texas Transportation Commission.

Purpose of Resolution:

- Resolution 2019-2 informs the Texas Transportation Commission of Waco MPO project priorities through 2029 and the desired amounts of Category 2 funds for each identified project.

Waco MPO Technical Committee Recommendation to Policy Board:

- Recommend the Board authorize TxDOT Waco District to develop ‘shovel-ready’ projects included in Resolution 2019-2 for Category 2 funds.
- Recommend the Board authorize TxDOT Waco District to split funding for FM 2113 project in Hewitt evenly between TxDOT Category 1 Maintenance and Category 2 Metro/Urban funds.
- Recommend vetting of new project requests through the MPO’s long range planning (MTP) public process.

Discussion Highlights:

- Policy Board Members agreed with project priorities recommended by the Technical Committee through 2029 for TxDOT to identify in the 10-year UTP under development, and the desired amounts of Category 2 funds for each identified project (below):

  1. Construction of continuous frontage roads and realignment of on & off ramps for SH 6 / W Loop 340 from IH 35 to US 84; $40,000,000 Category 2; construction year 2021
  2. Construction of continuous center left turn lane and curb and gutter for FM 2113 from FM 2063 to FM 1695; $10,000,000 Category 2; construction year 2020
3. Widening of East Loop 340 from SH 6 / Marlin Hwy to US 84, $23,500,000 Category 2; construction year 2023
4. Widening of SH 6 from Spur 412 / McLaughlin Rd to FM 185, $8,000,000 Category 2; construction year 2024
5. Reconstruction of Spur 298 / Franklin Ave from Lake Air Dr to New Rd including the New Rd interchange; $11,000,000 Category 2; construction year 2024+

B. Public Hearing

Chairman Meek opened the public hearing. No visitors spoke for or against this item. Chairman Meek closed the public hearing.

C. Consideration and Action

Motion by Mr. Bond to approve Resolution 2019-2: Waco MPO Policy Board Support for a commitment of funds from TxDOT Category 2 to partly, wholly or not fund various highway construction projects. Seconded by Council Member Kinnaird. Motion passed with a vote of 14-0.

VI. Consideration and Action regarding approval of Resolution 2018-13: Waco MPO Policy Board support for a commitment of funds from TxDOT Category 2 to partly fund the widening and reconstruction of Interstate Highway 35 from South 12th Street to SH 6 / West Loop 340.

A. Staff Presentation – Director Evilia

Background:

• On December 20, 2018, Policy Board members unanimously voted to continue the Public Hearing regarding Resolution 2018-13 to January 17, 2019.

Purpose of Resolution:

• Resolution 2018-13 informs the Texas Transportation Commission of the amount of TxDOT Category 2 funds the Waco MPO supports using for IH 35 Phase 4C. IH 35 Phase 4C is the section of the IH 35 facility located between South 12th Street in Waco to South Loop 340 in Robinson.

• The resolution requests the Texas Transportation Commission to allocate TxDOT Category 12 dollars to complete the necessary funding required to construct Phase 4C, so that the project may begin construction in 2021.

Waco MPO Technical Committee Recommendation to Policy Board:

• Recommend Board retain $60 million placeholder for IH 35 Phase 4C project discussed between the Commission and City of Waco officials in October, 2018.

• Recommend Board choose not to split IH 35 Phase 4C into subphases.

Discussion Highlights:

• Policy Board Members discussed the advantages and disadvantages of subphases and ultimately agreed with recommendations of the Technical Committee regarding Resolution 2018-13.
B. Continuation of Public Hearing from December 20, 2018

Chairman Meek reopened the public hearing.
No visitors spoke for or against this item.
Chairman Meek closed the public hearing.

C. Consideration and Action

Motion by Mayor Deaver to approve Resolution 2018-13: Waco MPO Policy Board support for a commitment of funds from TxDOT Category 2 to partly fund the widening and reconstruction of Interstate Highway 35 from South 12th Street to SH 6 / West Loop 340 with the stipulation that construction of the project begin no later than 2021.
Seconded by Commissioner Jones.
Motion passed with a vote of 14-0.

VII. Directors Report

A. Discussion regarding the establishment of work groups to solicit stakeholder input into the development of Connections 2045: An update to the Waco Metropolitan Transportation Plan.

Director Evilia requested feedback from Board Members regarding the use of a workgroup strategy to solicit input from identified stakeholder groups rather than the establishment of formal subcommittees to save staff time and associated advertising costs in the development of the 2045 Waco Metropolitan Transportation Plan (MTP) this year.

The Policy Board directed staff to proceed with this strategy.

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

No additional agenda items were requested for future meetings.
The next meeting is scheduled for Thursday, February 21, 2019.

VIII. Public Hearing of visitors regarding any item of MPO business

Chairman Meek opened the public hearing of visitors.
No visitors approached the Board.
Chairman Meek closed the public hearing of visitors.

IX. Adjournment

Chairman Meek adjourned the meeting at 3:40 p.m.
Agenda Item: Consideration and Action regarding approval of Resolution 2019-1: Waco MPO Policy Board Support for an additional commitment of $8 million from TxDOT Category 2 to partly fund the Widening and Reconstruction of Interstate Highway 35 from North Loop 340 to South 12th Street

Comments: The Texas Department of Transportation (TxDOT) will begin a $341 million effort to widen and reconstruct IH-35 between North Loop 340 in Bellmead and South 12th Street, referred to as IH-35 Phase 4B, in coming weeks. The project scope includes widening the facility from 6 to 8 main lanes, reconstructing all major interchanges, replacing all bridges, and reconstructing frontage roads and realigning ramps in order to bring the system into conformance with current interstate design standards. Construction is expected to be completed in 4 years.

The bid cost for this project ended up being about 10% greater than the final engineering estimate. Currently the additional cost is being taken out of the Waco District maintenance budget which would significantly reduce the amount of preventative maintenance work for FY 19 unless another source of funding was identified. As such, the Waco District has requested the MPO Policy Board consider supporting an additional $8 million of Category 2 funding for phase 4B. This would be in addition to the $80 million of Category 2 funding already allocated by the MPO Policy Board for a total Category 2 commitment of $88 million. As a reminder, $115 million of the project cost is funded from Category 12: Commission Discretionary.

This resolution, if approved by the Policy Board, would commit an additional $8 million from TxDOT Category 2 funding towards the widening and reconstruction of Interstate Highway 35 from North Loop 340 to South 12th Street.

Action Required:
1. Conduct Staff Presentation
2. Conduct Public Hearing continued from January 17, 2019
3. Approve or disapprove or modify proposed Resolution 2019-1

Motion By:  
Seconded:  
Content of Motion:  
Vote:
RESOLUTION 2019-1

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

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

WHEREAS, the Texas Transportation Commission has adopted a Unified Transportation Program (UTP) for fiscal years 2019 through 2029 that allocates revenues for development and construction of highway projects with statewide significance; and,

WHEREAS, the adopted 2019 UTP allocates resources for the discretion of Metropolitan Planning Organizations to develop and construct highways projects considered regionally significant; and,

WHEREAS, the adopted 2019 UTP allocates resources for the discretion of the Waco District of TxDOT to develop and construct highways projects considered important for statewide connectivity; and,

WHEREAS, the adopted 2019 UTP also allocates resources for the discretion of the Texas Transportation Commission to develop and construct projects of statewide significance that require resources beyond those provided to MPOs or TxDOT Districts; and,

WHEREAS, the Waco MPO Policy Board has identified the widening and reconstruction of Interstate Highway 35 between North Loop 340 in Bellmead and SH 6 / South Loop 340 as the most important regional highway mobility priority within Connections 2040: The Waco Metropolitan Transportation Plan; and,

WHEREAS, the section of the Interstate Highway 35 widening and reconstruction between North Loop 340 in Bellmead and South 12th Street, referred to as phase ‘4B’, has been let for construction; and,

WHEREAS, the bid cost of phase ‘4B’ was 10% greater than the final engineers estimate; and,
WHEREAS, the additional cost of phase ‘4B’ is being funded through the TxDOT Waco District 2019 allocation of Category 1 – Preventative Maintenance and Rehabilitation; and,

WHEREAS, the Waco District 2019 allocation of Category 1 dollars will not change resulting in fewer preventative maintenance and rehabilitation projects during 2019 unless other funding is identified to offset the additional cost; and,

WHEREAS, TxDOT policy regarding UTP funds permit MPOs to commit up to an additional 10% of Category 2 dollars towards a previous project commitment without requiring a UTP amendment; and,

WHEREAS, the additional commitment of Category 2 dollars to phase ‘4B’ would permit the Waco District of TxDOT to accomplish important preventative maintenance and rehabilitation projects during 2019 that would otherwise have to be postponed.

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

That the Waco MPO Policy Board supports the use of an additional $8 million of UTP Category 2: Metropolitan and Urban Corridors to fund the construction of IH-35 through Waco between South 12th Street and North Loop 340 for a total commitment of $88 million.

PASSED AND APPROVED this the 21st day of February, 2019.

______________________________________________
Dillon Meek
Council Member – City of Waco
Chair – Waco MPO Policy Board

ATTEST:

______________________________________________
Christopher Evilia, AICP
Director
Agenda Item: Consideration and Action regarding approval of Resolution 2019-3: Waco MPO support of safety targets established by the Texas Department of Transportation in accordance with requirements identified as part of the Fixing America’s Surface Transportation (FAST) Act

Comments: The Fixing America’s Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance based decision process that ties back to regional performance targets. The FAST Act requires MPOs to establish regional performance standards and to meet subsequent reporting requirements. These standards can be to support those adopted by either the State DOT or regional transit agencies, whichever is applicable.

The Safety Performance Rule establishes safety performance requirements to assess fatalities and serious injuries on all public roads. It also outlines the process for State DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs and/or MPOs have met or made significant progress toward meeting their safety targets.

TxDOT adopted 2019 safety performance targets for Texas in the summer of 2018 for five federally required safety performance measures. These targets are applicable to all public roads in Texas regardless of ownership. The MPO can either adopt a separate set of targets for transit assets or support the targets approved by Waco Transit. By supporting TxDOT targets, the MPO would evaluate projects within the MTP and TIP based on whether they assist TxDOT in achieving their safety targets. The FAST Act requires MPO action regarding safety targets on or before February 27, 2019.

The TxDOT targets were discussed during the December 20, 2018 Policy Board meeting. The MPO Technical Committee recommendation is to support the TxDOT targets. Subsequently MPO staff solicited public input into the Technical Committee recommendation. MPO staff conducted a process consistent with Public Participation Plan requirements for an MTP amendment to solicit public input, and no official comments were received.


Motion By: Seconded: Content of Motion: Vote:
RESOLUTION 2019-3

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 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 2019; 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 2019 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
--- | --- | --- | --- | --- | ---
2015 | 3,582 | 1.39 | 17,110 | 6.63 | 2,036
2016 | 3,776 | 1.39 | 17,602 | 6.49 | 2,301
2017 | 3,726 | 1.36 | 17,546 | 6.39 | 2,148
2019 | 3,891 | 1.46 | 18,130 | 6.64 | 2,309
2019 Target | 3,980 | 1.47 | 18,367 | 6.60 | 2,394
2019 Target as a 5 year Average: | 3,791 | 1.414 | 17,751 | 6.550 | 2,237.6

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 February, 2019.

_____________________________
Dillon Meek
Council Member – City of Waco
Chair – Waco MPO Policy Board

ATTEST:

_____________________________
Christopher Evilia, AICP
Director
**2019 Safety PM Targets**

**Target: Total number of traffic fatalities (C-1)**

2019 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,791.0 fatalities in 2019

The 2019 Target expressed as a 5-year average would be as follows:

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<th>Year</th>
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<th>Source</th>
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<td>Target</td>
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<tr>
<td>2019</td>
<td>3,980</td>
<td>Target</td>
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</table>

2019 Target expressed as 5-year average: 3,791.0

As noted in the table above, the calendar year target for 2019 would be 3,980 fatalities.

2021 Target: To decrease the expected rise of fatalities from the projected 4,012 in 2019 to not more than 4,155 fatalities in 2021

2019 change: reduction of 32 fatalities or 0.8%
**Target: Total number of serious injuries (C-2)**

2019 Target: To decrease the expected rise of serious injuries to not more than a five year average of 17,751.0 serious injuries in 2019.

The 2019 Target expressed as a 5-year average would be as follows:

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<tr>
<th>Year</th>
<th>Target or Actual Data</th>
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<td>2017</td>
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<tr>
<td>2018</td>
<td>18,130</td>
<td>Target</td>
</tr>
<tr>
<td>2019</td>
<td>18,367</td>
<td>Target</td>
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As noted in the table above, the calendar year target for 2019 would be 18,367 serious injuries.

2021 Target: To decrease the expected rise of serious injuries from the projected 18,516 serious injuries in 2019 to not more than 18,835 serious injuries in 2021.

2019 change: reduction of 149 serious injuries or 0.8%
Target: Fatalities per 100 million vehicle miles traveled (C-3)

2019 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five year average of 1.414 fatalities per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

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<tr>
<th>Year</th>
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<tr>
<td>2018</td>
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<tr>
<td>2019</td>
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2019 Target expressed as 5-year average 1.414

As noted in the table above, the calendar year target for 2019 would be 1.47 fatalities per 100 MVMT.

2021 Target: To decrease the expected rise of fatalities per 100 MVMT from the projected 1.48 fatalities per 100 MVMT in 2019 to not more than 1.49 fatalities per 100 MVMT in 2021

2019 change: reduction of 0.01 fatalities per 100 MVMT or 0.7%
Target: Serious Injuries per 100 million vehicle miles traveled

2019 Target: To decrease the serious injuries per 100 MVMT to not more than a five year average of 6.550 serious injuries per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Target or Actual Data</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>6.63</td>
<td>CRIS</td>
</tr>
<tr>
<td>2016</td>
<td>6.49</td>
<td>CRIS</td>
</tr>
<tr>
<td>2017</td>
<td>6.39</td>
<td>CRIS</td>
</tr>
<tr>
<td>2018</td>
<td>6.64</td>
<td>Target</td>
</tr>
<tr>
<td>2019</td>
<td>6.60</td>
<td>Target</td>
</tr>
</tbody>
</table>

2019 Target expressed as 5-year average: 6.550

As noted in the table above, the calendar year target for 2019 would be 6.60 serious injuries per 100 MVMT.

2021 Target: To decrease the rate of serious injuries per 100 MVMT from 6.60 serious injuries per 100 MVMT in 2019 to 6.51 serious injuries per 100 MVMT in 2021

2019 change: no change
**Target: Total number of non-motorized fatalities and serious injuries**

2019 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,237.6 non-motorized fatalities and serious injuries in 2019.

The 2019 Target expressed as a 5-year average would be as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Target or Actual Data</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>2,036</td>
<td>FARS-CRIS</td>
</tr>
<tr>
<td>2016</td>
<td>2,301</td>
<td>ARF-CRIS</td>
</tr>
<tr>
<td>2017</td>
<td>2,148</td>
<td>CRIS</td>
</tr>
<tr>
<td>2018</td>
<td>2,309</td>
<td>Target</td>
</tr>
<tr>
<td>2019</td>
<td>2,394</td>
<td>Target</td>
</tr>
</tbody>
</table>

2019 Target expressed as 5-year average: 2,237.6

As noted in the table above, the calendar year target for 2019 would be 2,394 non-motorized fatalities and serious injuries.

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,413 serious injuries in 2019 to not more than 2,560 non-motorized fatalities and serious injuries in 2021.

2019 change: reduction of 19 fatalities or serious injuries or 0.8%
Safety Performance Measures
The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?
Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at http://safety.fhwa.dot.gov/hsip/shsp/.

MPOs establish HSIP targets by either:
1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

<table>
<thead>
<tr>
<th>HSIP Safety Targets Established by MPOs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of fatalities</td>
</tr>
<tr>
<td>2. Rate of fatalities</td>
</tr>
<tr>
<td>3. Number of serious injuries</td>
</tr>
<tr>
<td>4. Rate of serious injuries</td>
</tr>
<tr>
<td>5. Number of non-motorized fatalities and non-motorized serious injuries</td>
</tr>
</tbody>
</table>

If an MPO agrees to support a State HSIP target, the MPO would...
- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

If an MPO establishes its own HSIP target, the MPO would...
- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
- Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
- Include safety (HSIP) performance measures and HSIP targets in the MTP
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

FHWA-SA-16-084
Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?
MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?
States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?
While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Assessment of Significant Progress
While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.
**Agenda Item:** Consideration and Action regarding approval of Resolution 2019-4: Adoption of public transportation asset condition targets established by Waco Transit, Inc. for calendar year 2019 for the Waco Metropolitan Area in accordance with requirements identified as part of the Fixing America’s Surface Transportation (FAST) Act

**Comments:** The Fixing America’s Surface Transportation (FAST) Act requires the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to demonstrate a performance based decision process that ties back to regional performance targets. The FAST Act requires MPOs to establish regional performance standards and to meet subsequent reporting requirements. These standards can be to support those adopted by either the State DOT or regional transit agencies, whichever is applicable.

The Transit Asset Condition Performance Rule establishes requirements to assess the condition of regional transit networks relative to a FTA definition of State of Good Repair (SGR). SGR is the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is condition of assets should guide funding prioritization. The rule outlines the process for State DOTs, MPOs, and transit systems to establish and report their transit asset condition targets, and the process FTA will use to assess whether transit systems have met or made significant progress toward meeting their transit asset condition targets.

Waco Transit approved transit asset condition targets on January 1, 2019 for four federally required transit asset performance measures. The MPO can either adopt a separate set of targets for transit assets or support the targets approved by Waco Transit. The MPO Technical Committee recommended supporting the Waco Transit targets as they are the only public transportation operator within the Waco Region required to establish asset condition targets. By supporting Waco Transit targets, the MPO would evaluate projects within the MTP and TIP based on whether they assist Waco Transit in achieving their targets for asset condition. The FAST Act requires MPO action regarding transit asset targets on or before June 30, 2019.

The MPO Technical Committee recommendation is to support the Waco Transit targets. Subsequently MPO staff solicited public input into the Technical Committee recommendation. MPO staff conducted a process consistent with Public Participation Plan requirements for an MTP amendment to solicit public input, and one official comment was received supporting adoption of these targets.

**Action Required:**
1. Conduct Staff Presentation
2. Conduct Public Hearing
3. Approve or disapprove proposed Resolution 2019-4

**Motion By:**

**Seconded:**

**Content of Motion:**

**Vote:**
RESOLUTION 2019-4

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 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 January 1, 2019, 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 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:

P.O. Box 2570, Waco, TX 76702-2570
(254) 750-5651
www.waco-texas.com/cms-mpo
mpo@wacotx.gov
<table>
<thead>
<tr>
<th>Service Area</th>
<th>Asset Class</th>
<th>2019 Target for Exceeding Useful Life Benchmark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>Buses</td>
<td>50%</td>
</tr>
<tr>
<td>Urban</td>
<td>Cutaway Vans</td>
<td>100%</td>
</tr>
<tr>
<td>Urban</td>
<td>Other Vans</td>
<td>100%</td>
</tr>
<tr>
<td>Urban</td>
<td>Automobiles</td>
<td>100%</td>
</tr>
<tr>
<td>Urban</td>
<td>Service Vehicles</td>
<td>100%</td>
</tr>
<tr>
<td>Rural</td>
<td>Cutaway Vans</td>
<td>100%</td>
</tr>
<tr>
<td>Rural</td>
<td>Other Vans</td>
<td>100%</td>
</tr>
<tr>
<td>Rural</td>
<td>Automobiles</td>
<td>0%</td>
</tr>
<tr>
<td>Urban</td>
<td>Non-Revenue Utility Vehicles</td>
<td>67%</td>
</tr>
<tr>
<td>Rural</td>
<td>Non-Revenue Supervisor Vehicle</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Facility</th>
<th>Overall Condition Score</th>
<th>2019 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Administration &amp; Maintenance Building</td>
<td>4.4 out of 5.0</td>
<td>12% of elements rated less than adequate</td>
</tr>
<tr>
<td>Transit Intermodal Terminal</td>
<td>4.4 out of 5.0</td>
<td>12% of elements rated less than adequate</td>
</tr>
</tbody>
</table>

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 February, 2019.

_____________________________
Dillon Meek
Council Member – City of Waco
Chair – Waco MPO Policy Board

ATTEST:

_____________________________
Christopher Evilia, AICP
Director

P.O. Box 2570, Waco, TX 76702-2570
(254) 750-5651
mpo@wacotx.gov
## Draft 2019 Public Transportation Asset Condition (TAM) Targets

### Waco Transit Systems, Inc.

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Asset Class</th>
<th>2018 Target for Exceeding ULB</th>
<th>2019 Target for Exceeding ULB</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>Buses</td>
<td>17%</td>
<td>50%</td>
<td>8 buses now &gt; ULB; = 50% of Bus Fleet &gt; ULB</td>
</tr>
<tr>
<td>Urban</td>
<td>Cutaway Vans</td>
<td>89%</td>
<td>100%</td>
<td>2 vans now &gt; ULB = 100% of Cutaway Fleet &gt; ULB</td>
</tr>
<tr>
<td>Urban</td>
<td>Other Vans</td>
<td>33%</td>
<td>100%</td>
<td>2 vans now &gt; ULB = 100% of Van Fleet &gt; ULB</td>
</tr>
<tr>
<td>Urban</td>
<td>Automobiles</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>Service Vehicles</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>Cutaway Vans</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>Other Vans</td>
<td>100%</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>Automobiles</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>Non-Revenue Utility Vehicles</td>
<td>33%</td>
<td>67%</td>
<td>1 NRUV now &gt; ULB = 67% of NRUVs &gt; ULB</td>
</tr>
<tr>
<td>Rural</td>
<td>Non-Revenue Supervisor Vehicle</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

### Facility

<table>
<thead>
<tr>
<th>Overall Condition Target</th>
<th>2018 Target</th>
<th>2019 Target</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Administration &amp; Maintenance Building (2006)</td>
<td>4.4 out of 5.0</td>
<td>5% of elements rated less than adequate</td>
<td>12% of elements rated less than adequate</td>
</tr>
<tr>
<td>Transit Intermodal Terminal (2000)</td>
<td>4.4 out of 5.0</td>
<td>5% of elements rated less than adequate</td>
<td>12% of elements rated less than adequate</td>
</tr>
</tbody>
</table>
Background
In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures
Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018
Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.
FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.
Equipment: Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.
Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.
Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.
BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.
TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

www.transit.dot.gov/TAM/ULBcheatsheet
**TERM Scale:** Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

**What You Need to Know About Establishing Targets**

**Include:**
- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

**Group Plans:**
- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

**MPOs:**
- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

**Example Target Calculations**

**Rolling Stock and Equipment:** Each target is based on the agency’s fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year’s target. The performance metric calculation does not include emergency contingency vehicles.

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Vehicle Class/Type</th>
<th>Fleet Size</th>
<th>Vehicle age</th>
<th>default ULB</th>
<th>FY 16 Performance Metric (% Exceeding ULB)</th>
<th>FY17 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</td>
<td>Over the road bus (BU)</td>
<td>10</td>
<td>5</td>
<td>14 years</td>
<td>0%</td>
<td>60%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15</td>
<td>13</td>
<td>14 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cutaway bus (CU)</td>
<td>19</td>
<td>8</td>
<td>10 years</td>
<td>21%</td>
<td>21%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5</td>
<td>12</td>
<td>10 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mini Van (MV)</td>
<td>5</td>
<td>5</td>
<td>8 years</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Van (VN)</td>
<td>1</td>
<td>10</td>
<td>8 years</td>
<td>67%</td>
<td>67%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>5</td>
<td>8 years</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>Auto (AO)</td>
<td>5</td>
<td>4</td>
<td>8 years</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.