



Waco Metropolitan Planning Organization

THE STATE OF TEXAS
COUNTY OF McLENNAN

This is to certify that the Notice of a Meeting, a copy of which is attached hereto, was posted on the official bulletin board at the Courthouse, as required by Article 62.52-17 V. T. C. S.

Executed on 11:11 Am
Dec 27, 2022

J. A. "Andy" Harwell, County Clerk
McLennan County Texas

By [Signature]
Deputy

PUBLIC NOTICE
A MEETING OF THE WACO METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

WILL BE HELD ON
Thursday, January 5, 2023
2:00 PM
Waco Transit Administration Building
301 South 8th St, Suite 100
Waco, Texas

AGENDA

VIDEOCONFERENCE NOTICE: MPO staff and Technical Advisory Committee members will meet in person at the Waco Transit Administration Building, 301 S. 8th St, Suite 100. Some Technical Advisory Committee members and partner agency staff may also attend remotely pursuant to Tex. Government Code §551.127. Interested members of the public must attend the meeting in person.

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

The following items will be considered or discussed:

1. **Update and Discussion** regarding Waco Transit System, Inc. Fixed Route Realignment Study from Alliance Transportation Group (ATG).
2. **Consideration and Action** regarding a recommendation to the Policy Board to adopt Regional Identity Recommendations 3 and 4 from the Waco MPO Strategic Planning Work Group.
 - A. Recommendation 3 – The MPO Policy Board requests a redesignation of the MPO from the City of Waco to the MPO Policy Board.

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- B. Recommendation 4 - The MPO Policy Board redesignates the Waco MPO Policy Board to be solely responsible for the hiring, firing, and oversight of the MPO executive director.
- 3. **Update and Discussion** regarding a recommendation to the Policy Board regarding creation of a Local Fund to meet local match requirements for grant recipients.
- 4. **Consideration and Action** regarding a recommendation to the Policy Board to establish a schedule for a Carbon Reduction Program call for proposal.
- 5. **Consideration and Action** regarding a recommendation to the Policy Board to support all project applications from within McLennan County for the 2023 Transportation Alternatives Call for Projects administered by the Texas Department of Transportation.
- 6. **Update and Discussion** regarding regional transportation performance targets for calendar year 2023.
 - A. Public Transportation Safety and Asset Condition Performance Targets
 - B. Roadway Safety Performance Targets
- 7. **Update and Discussion** regarding Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant Notice of Funding Opportunity (NOFO).
- 8. **Update and Discussion** regarding National Electric Vehicle Infrastructure (NEVI) Plan.
- 9. **Discussion and Updates** from the Texas Department of Transportation regarding significant highway construction within the Waco Metropolitan Area.
- 10. **Work Group Updates**
 - A. CP - Citizen's Participation Work Group
 - B. BP - Bike & Pedestrian Work Group
 - C. CAV - Connected and Automated Vehicles Work Group
 - D. MLT - Mobility, Land Use and Transportation Work Group
- 11. **MPO Monthly Report**
 - A. **Membership Update**
 - B. **Organizational Update** (brief update on MTP process)
- 12. **Announcements**
 - A. **Next Meeting** – Thursday, February 2, 2023
 - B. **BP Work Group** – Wednesday, February 15, 2023
 - C. **Convene CAV Work Group** – Thursday, April 19, 2023
 - D. **Request** for agenda items to be considered for future meetings

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

I hereby certify that this agenda was posted on the bulletin board at the McLennan County Courthouse, Waco, Texas on the 27th day of December, 2022.



Mukesh Kumar
Director

Si desea dirigirse al comité representativo de la Organización de Planificación Metropolitana en una reunión pública y necesita un intérprete, llame al 254-750-5650 al menos con 24 horas de anticipación.

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

WACO MPO STRATEGIC PLANNING WORK GROUP RECOMMENDATIONS



Disclaimer

Texas A&M Transportation Institute staff prepared this document with support and input from the Waco Metropolitan Planning Organization (MPO) Strategic Planning Work Group. The purpose of this document is to provide information to the Waco MPO Policy Board so that its members can vote on the proposed recommendations from the Waco MPO Strategic Planning Work Group.

The contents of this document reflect the views and opinions of the authors, who are responsible for the facts and accuracy of the information presented herein. The contents do not necessarily reflect the views or opinions of the Texas Department of Transportation or Waco MPO staff.

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List of Acronyms

3-C	Continuing, Cooperative, and Comprehensive
CMP	Congestion Management Process
DOT	Department of Transportation
FCR	Federal Certification Review
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
MAB	Metropolitan Area Boundary
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
TAC	Technical Advisory Committee
TDC	Transportation Development Credit
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPF	Transportation Planning Funds
TPP	Transportation Planning and Programming
TTI	Texas A&M Transportation Institute
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
UZA	Urbanized Area

Definitions

PL funds: Federal Highway Administration planning funds used to operate metropolitan planning organizations.

Section 5303 funds: Federal Transit Administration funds used for transit planning efforts.

Transportation planning funds (TPF): funds designated for use by the Texas Department of Transportation to identify the combination of PL and Section 5303 funds to use to fund metropolitan planning organization operations.

Executive Summary

The Waco Metropolitan Planning Organization (MPO) is a federally mandated decision-making body tasked with crafting policy, planning, and programming decisions related to transportation for all of McLennan County. The Waco MPO Policy Board serves as the metropolitan forum for informed and inclusive decision-making.

The Waco MPO formed a strategic planning work group to evaluate and recommend strategic goals for the future success of the MPO. The Waco MPO Strategic Planning Work Group recommends the following for consideration and voting by the Waco MPO Policy Board.

Regional Identity

1. The MPO Policy Board concurs with or modifies this work of the Waco MPO Strategic Planning Work Group and the contents of this document.
2. The MPO Policy Board changes the MPO name so that the new name promotes a more regional and inclusive nature.
3. The MPO Policy Board requests a redesignation of the MPO from the City of Waco to the MPO Policy Board.
4. The MPO Policy Board redesignates the Waco MPO Policy Board to be solely responsible for the hiring, firing, and oversight of the MPO executive director.
5. The MPO Policy Board approves the creation of a short video or other promotional materials to educate the public about the purpose of the MPO.
6. The MPO collaborates with potential stakeholders in the metropolitan area to highlight the MPO's purpose (e.g., presentations at the Greater Waco Chamber of Commerce Annual State of the State Meeting, regional civic organization meetings [see the "Waco MPO Entities, Partners, and Stakeholders" section], and articles in the *Waco Tribune-Herald*).

Preparation for TMA Status

1. The MPO Policy Board directs the Technical Advisory Committee (TAC) to develop a project selection process to solicit and review project ideas for the metropolitan area, which the Policy Board would then approve or modify.

MPO Capacity

1. The MPO Policy Board authorizes the TAC and MPO staff to identify and evaluate supplemental funding opportunities (e.g., grant opportunities).
2. The MPO Policy Board encourages the TAC to develop small work groups to address future needs and to maintain an understanding of the current and expected issues in the metropolitan area, per TAC bylaws.

MPO Background

Federal law, set forth in the Code of Federal Regulations (23 CFR 450), requires that an MPO be designated when a Census-designated urbanized area (UZA) reaches a population of 50,000 or more. When the population within a UZA reaches 200,000 or more, the MPO becomes a transportation management area (TMA).

Transportation Planning Process

Each MPO provides a continuing, cooperative, and comprehensive (3-C) transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. The 3-C process defines planning as continuing (i.e., happens all of the time and is repeated), comprehensive (i.e., covers all modes), and cooperative (i.e., all entities provide input and exchange plans and ideas). These plans and programs lead to the development and operation of an integrated, intermodal transportation system that facilitates the safe and efficient movement of people and goods.

MPOs develop long-range transportation plans and program projects. The plans serve as the roadmap for future projects and programs. MPOs also conduct short-range programming to identify projects and funding sources. Federal law requires that the MPO plan for a metropolitan area boundary (MAB), which at a minimum reflects the area anticipated to be urbanized within the next 25 years.

The MPO is responsible for supporting transportation needs and is accountable to each entity in the MAB.

Funding

Texas has 23 MPOs. Each MPO receives federal funding for transportation planning. These federal funds require a 20 percent match from state and/or local entities. In Texas, the Texas Department of Transportation (TxDOT) provides the 20 percent match through transportation development credits (TDCs). A TDC is a transportation funding tool used to meet federal funding match requirements. In Texas, TDCs are made available as a result of tolls on roads and bridges. In some states, departments of transportation (DOTs) provide less of the required match, requiring MPO member entities to provide the balance through cash.

The state DOT's match does not provide cash for the MPO process; therefore, the federal funds provide 100 percent of the cash with which most MPOs operate. The federal funds, known as transportation planning funds (TPFs) in Texas, are a combination of money provided by Federal Highway Administration (FHWA) planning (PL) funds and Federal Transit Administration (FTA) Section 5303 funds. TMAs have additional federal requirements, and those in Texas receive additional federal funding through an allocation formula.

Some Texas MPOs also receive non-federal funds, such as local funding from member entities, to carry out their mandated planning activities.

Waco MPO Background

The Texas governor designated the City of Waco as the MPO in 1974 to ensure that transportation decisions within the MPO area are performed in a 3-C process and are guided by local and public input. In 1974, the MAB did not include all of McLennan County, nor as many of the incorporated towns currently included. Through the following years, the MAB expanded to eventually include the entire county.

Organization

The Waco MPO coordinates transportation planning activities for its MAB, which includes all of McLennan County and the 19 incorporated cities and towns listed in the “Waco MPO Entities, Partners, and Stakeholders” section of this document. The Waco MPO Policy Board is the governing body of the MPO and is comprised of representatives of member governments. The Policy Board is tasked with making informed transportation policy, planning and programming decisions within the metropolitan area. The TAC provides technical review of transportation projects, plans, and programs, and offers recommendations to the Policy Board for action. The TAC is comprised of member entity staff.

Funding

An MPO fiscal agent is responsible for providing the upfront costs needed to run the MPO, and then TxDOT reimburses the MPO using TPFs. The City of Waco serves as the fiscal agent for the Waco MPO. Through an interlocal agreement, the City of Waco, as fiscal agent to the Waco MPO, accepts responsibility for providing necessary services, such as human resources, payroll, and legal services.

Plans and Programs

The Waco MPO collaborates with local stakeholders and gathers public input for several plans and programs, including:

- **Metropolitan Transportation Plan (MTP):** includes projects with a 25-year horizon.
- **Transportation Improvement Program (TIP):** includes projects funded within a 4-year window.
- **Unified Planning Work Program (UPWP):** outlines the MPO’s 2-year activities and use of planning funds.
- **Public Participation Plan (PPP):** includes MPO procedures to engage the public about transportation plans, projects, and related activities.
- **Limited English Proficiency (LEP) Plan:** describes accessibility to MPO processes for persons who are not proficient in the English language.

Additionally, MPOs may create other planning documents, such as an active transportation plan and a thoroughfare plan. The Waco MPO currently has both of these optional plans.

The Waco MPO is working to identify a meaningful method to assess information that can:

- Set long-term priorities for the metropolitan area through a regional visioning process.
- Prepare for possible TMA designation.
- Respond to regional growth patterns with mobility options.

This regional vision requires the input of the MPO member entities and will focus on the MPO's core required practice of the 3-C planning process.

Strategic Planning Purpose

The Waco MPO formed a strategic planning work group of selected members and stakeholders to define strategic goals for the future success of the MPO. This report outlines the Waco MPO Strategic Planning Work Group's effort and provides recommendations to the Waco MPO Policy Board for action. The strategic planning process was motivated by two primary factors:

- The likelihood of a change to TMA status of the Waco MPO and the related responsibilities this change will bring.
- The growth pattern in the Waco metropolitan planning area and its effect on the mobility needs that exist across the planning area.

Through an interagency agreement with TxDOT, the Texas A&M Transportation Institute (TTI) currently supports MPOs across Texas to ensure that MPOs comply efficiently with all state and federal requirements while providing the best transportation planning and programming process possible. TxDOT did not initiate TTI's work due to any problems or perceived deficiencies with current processes, and both TxDOT and local stakeholders are supporting TTI in its efforts.

Strategic Planning Work Group

With approval from the Waco MPO Policy Board, the Waco MPO staff created the Waco MPO Strategic Planning Work Group to develop a strategic plan for the Waco MPO. This five-member work group routinely met with Waco MPO staff, TxDOT, and TTI staff from April through June 2022 to discuss issues impacting the Waco metropolitan area and to plan for future success at the MPO. The Waco MPO staff anticipate this process will yield a 3–5-year road map for its future. This road map will set the course to reach achievable and aspirational outcomes.

The purpose of the Waco MPO Strategic Planning Work Group was to review and discuss potential strategies and changes to the MPO process based on group discussions, analysis of current processes, and review of other MPO processes. The Waco MPO Strategic Planning Work Group provided the recommendations to the Waco MPO Policy Board contained in this document, which will improve current processes. The Waco MPO Strategic Planning Work Group will prepare for when the MPO becomes a TMA, will explore whether the MPO is functioning similarly to its peers, and will ensure that the MPO has the necessary tools to make the best decisions for the entire metropolitan area.

The Waco MPO Strategic Planning Work Group made progress with the process review and held work sessions to develop these strategic recommendations on the following dates:

- March 18, 2022.
- April 1 and 22, 2022.
- May 6 and 20, 2022.
- June 3 and 17, 2022.

The remainder of this section highlights how recent changes within the Waco MPO and in the Waco MAB created a need for a strategic plan and the resulting recommendations by the Waco MPO Strategic Planning Work Group.

Regional Growth

According to the 2010 Census, the Waco UZA's population was 172,378 [1]. Current estimates put the population of the UZA closer to 200,000, meaning that the Waco MPO could become a TMA after the 2020 Census. The 2020 population estimate for the MAB is between 198,000 and 212,000.

Figure 1 shows a map of the Waco urban and metropolitan planning area. The MAB, the area anticipated to be urbanized within the next 25 years, is all of McLennan County (shown by the thick blue border line).

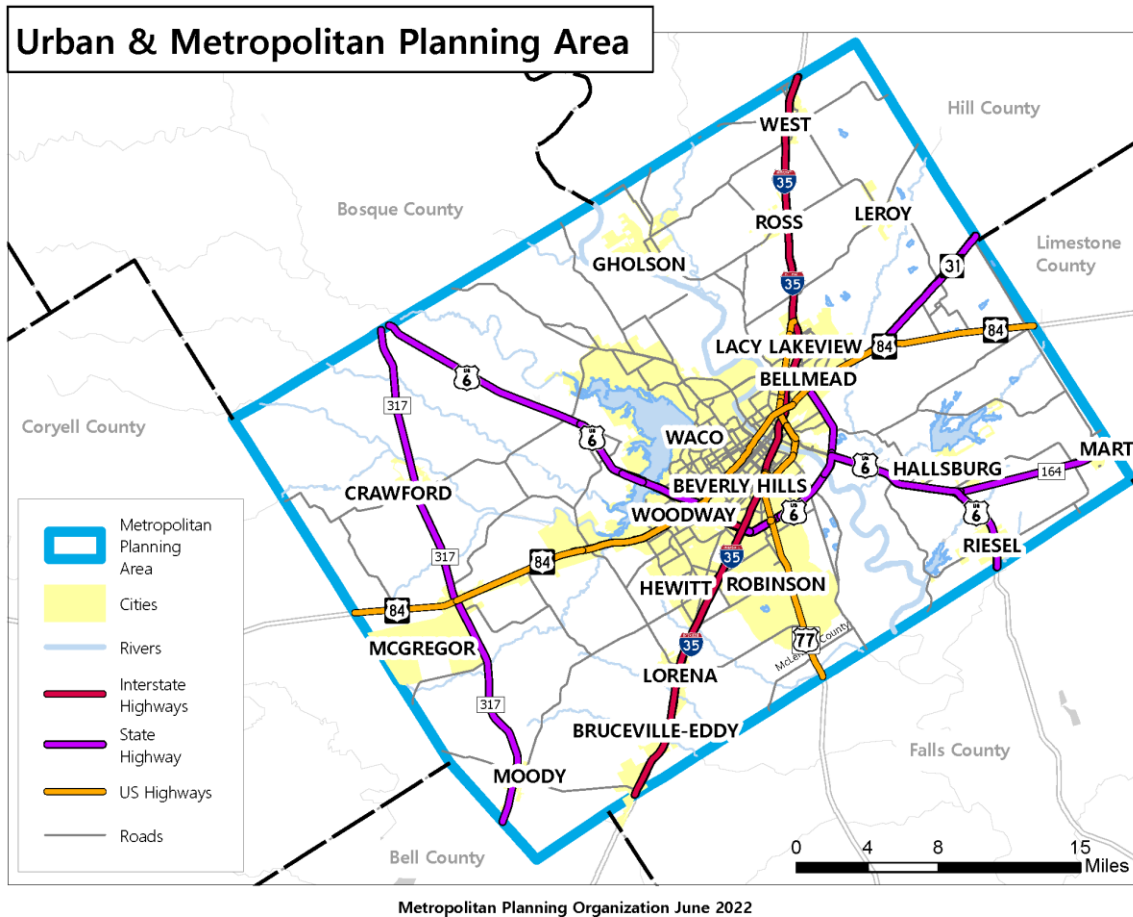


Figure 1. Waco MPO Metropolitan Area Boundary and Urbanized Area Designation.

It is essential to recognize critical differences among MPO member governments, the types of growth pressures being experienced, variation among mobility needs, and how each fit into a larger regional framework. Until recently, most projects were in reaction to pressing needs such as asset deterioration and traffic challenges (including safety and delay). The Waco MPO has a significant opportunity to cooperatively plan for and implement a regional vision for the next 20–25 years and beyond.

Once FHWA identifies new MPOs and TMAs, the MPOs have 12 months to comply with certain federal requirements. New TMAs must adopt a congestion management process (CMP), within 1 year and experience a federal certification review (FCR) within 4 years. During the FCR, FHWA and FTA representatives review the TMA’s planning processes and documents to ensure compliance with federal requirements.

Regional growth and infrastructure funding have changed significantly during the last decade, and the Waco MPO expects continued growth in the Waco MAB with increased funding availability for infrastructure.

Waco MPO staff determined that a strategic plan is essential to a forward-thinking and cooperative regional planning process. Federal regulations require MPOs to follow the 3-C process in their planning and programming efforts.

While the time frame for a change in TMA status is not yet known, the Waco metropolitan area experienced significant growth since the 1970s. Over the last two decades, the population growth rate was approximately the same in the urban core and across the metropolitan area. This growth pattern demonstrates that the mobility needs for the metropolitan area reflect the changing population and economic diversity in terms of income, education, race, housing profiles, and job prospects across the entire MPO area. Figure 2 shows the growth rates between 1970 and 2019 for McLennan County and the City of Waco.

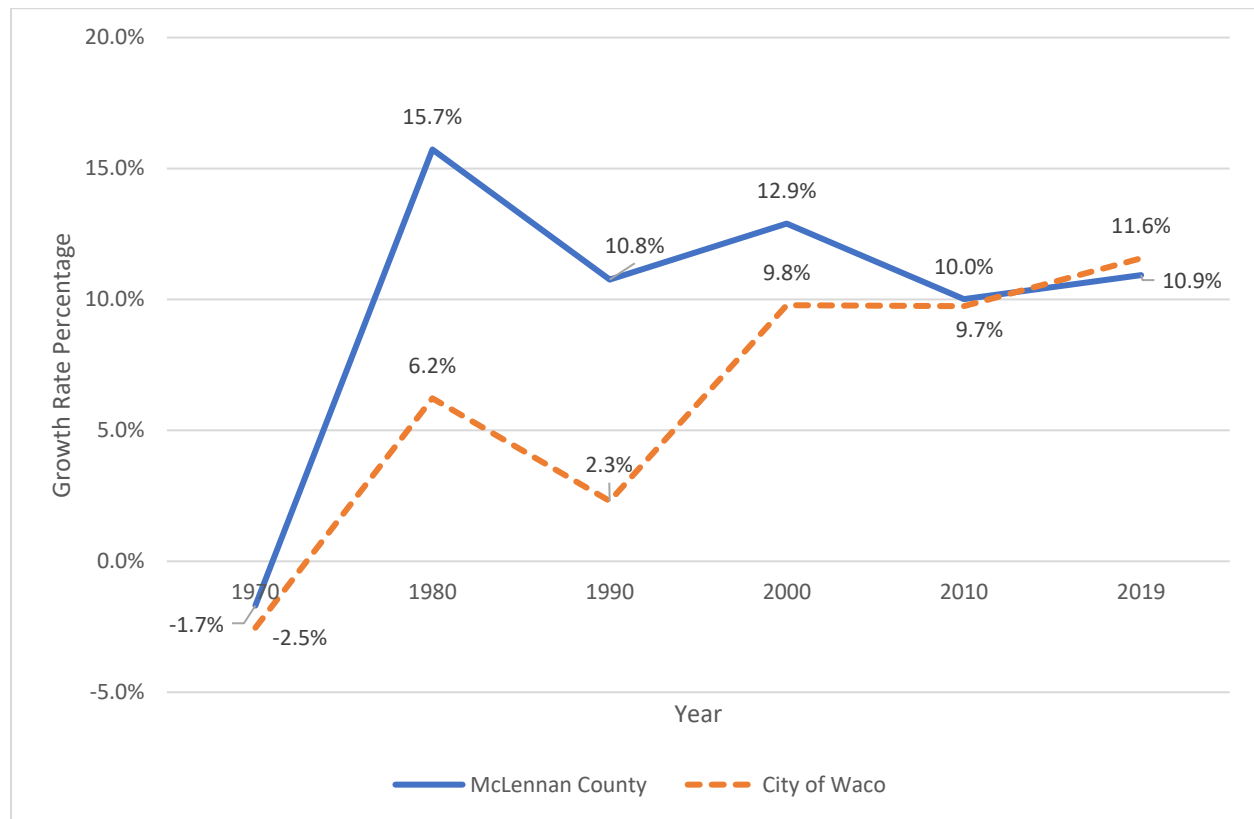


Figure 2. McLennan County and City of Waco Growth Rates

MPO Funding

FHWA provides MPO funding, made available through a TxDOT reimbursement process. The City of Waco functions as the fiscal agent for the Waco MPO; the city is responsible for advancing funds to the MPO for approximately 2–3 months' worth of operating costs. The MPO submits invoices to TxDOT for repayment; after review and approval, TxDOT then reimburses the fiscal agent. The fiscal agent is also responsible for providing support services and resources to the MPO, such as legal, financial, information technology, and office space, reimbursed by the MPO. The specific support services are included in a memorandum of

understanding between the MPO and the fiscal agent. The Waco MPO is not currently supported by any non-federal funds.

Several categories of federal funding are available to pay for transportation projects in the Waco metropolitan area. FHWA and FTA allocate these federal funds, and the state distributes them to the MPO. The Texas Transportation Commission determines the funding allocation formula for the 23 MPOs in Texas. Table 1 highlights some of the funding categories available to MPOs in Texas. While not an exhaustive list, the table displays funding categories currently applicable to the Waco MPO and those that would be available when the MPO becomes a TMA. Other funding sources, such as grant opportunities or local contributions, are also available or can be developed.

Table 1. MPO Funding Categories.

Funding Category	Name	Eligibility	Project Determination	Description
CAT 2	Metro and Urban Area Corridor Projects	MPO	TxDOT in consultation with MPOs	Mobility and added capacity projects on on-system roads (i.e., roadways designated on the State Highway System and maintained by TxDOT)
CAT 4	Statewide Connectivity Corridor Projects	MPO	TxDOT	Mobility projects on on-system roads that provide connectivity between urban areas and other statewide corridors
CAT 7	Metropolitan Mobility and Rehabilitation	TMA	TMA in consultation with TxDOT	Mobility projects for on- or off-system roads (i.e., roadways not designated on the State Highway System and not maintained by TxDOT)
CAT 9	Transportation Alternatives	TMA	TMA in consultation with TxDOT	Nonmotorized projects, such as sidewalks and bicycle and pedestrian infrastructure
CAT 12	Strategic Priorities	MPO	Texas Transportation Commission	Projects on on-system roads focused on strategic priorities

Waco MPO Staffing Constraints

The Waco MPO staff currently manages its workload but is unable to add work efforts. Staffing is a concern for the MPO when it transitions to a TMA because it will have additional tasks and staff requirements.

Staff members have a physical limitation on the number of hours they can work. When the Waco MPO Strategic Planning Work Group was created, the Waco MPO had three full-time employees. By the time the Waco MPO Strategic Planning Work Group sessions concluded, the Waco MPO had two full-time employees and is seeking to fill two positions. The MPO also procured the assistance of two interns to assist with projects during the summer. Based on a

staffing study by TTI, the Waco MPO staff has the workload of more than four full-time employees. Once TMA status is achieved, the MPO will likely need approximately 5.5 full-time equivalents.

The fiscal agent has strict requirements that limit the abilities of the MPO, such as hiring freezes. Even though the City of Waco is reimbursed with federal money for these staffing funds, it is concerned about the perceptions of an agency hiring staff when city departments are unable to do so. Currently, the Waco MPO can hire staff but must abide by City of Waco guidelines. The City of Waco currently requires clear justification for hiring.

Currently, the Waco city manager has complete authority to hire and fire the MPO executive director. While no issues have occurred with this arrangement, the perception could be that the MPO executive director must follow the wishes of the city manager and may not be able to equally represent each entity throughout the MPO. The MPO executive director needs to be able to deliver a clear message based on the 3-C transportation planning process that is equitable for the entire MPO. In many MPOs of a similar size to the Waco MPO, the policy board has the authority to hire, fire, evaluate, and discipline the MPO executive director.

Policy board members, MPO member entities, and fiscal agent staff need to understand that the MPO is funded by federal money and the fiscal agent is reimbursed for the costs associated with running an MPO. An MPO must complete specific documents and processes. Waco MPO staff need to be able to focus on planning tasks included in the federally required UPWP. Any work completed by MPO staff that is not included in the UPWP is not reimbursable with federal funds.

Waco MPO Entities, Partners, and Stakeholders

The Waco MPO is the regional facilitator and convenor of its member governments. Its Policy Board acts as a regional forum for informed and inclusive decision-making. The Waco MPO coordinates with local, state, and national partners to improve the transportation system of the Waco metropolitan area and seeks to collaborate and cooperate with these partners to develop effective and successful products.

Member Entities

- City of Bellmead
- City of Beverly Hills
- City of Bruceville-Eddy
- City of Crawford
- City of Gholson
- City of Hallsburg
- City of Hewitt
- City of Lacy Lakeview
- City of Leroy
- City of Lorena
- City of Mart
- City of McGregor
- City of Moody
- City of Riesel
- City of Robinson
- City of Ross
- City of Waco
- City of West
- City of Woodway
- McLennan County
- TxDOT

Federal and State Partners

- United States Department of Transportation
- State of Texas House of Representatives
- State of Texas Senate
- United States Senate
- United States House of Representatives

Current Stakeholders

- Baylor University
- Bellmead Chamber of Commerce
- Cen-Tex African American Chamber of Commerce
- Cen-Tex Hispanic Chamber of Commerce
- Greater Hewitt Chamber of Commerce
- McLennan Community College
- McLennan County Rural Transit District (operated through the Heart of Texas Council of Governments)
- Greater Waco Chamber of Commerce
- Waco Regional Airport
- Waco Transit System

Potential Stakeholders

- Americans with Disabilities Act/disability advocacy groups
- Bike/pedestrian interest groups
 - Waco/Baylor Bicycle Club
 - Waco Walks
- Council for Aging/AARP
- Economic development corporations (McGregor, Bellmead, etc.)
- Foundations (Waco, Cooper, and Rappaport)
- Freight generators (Walmart, H-E-B, etc.)
- Further partnerships with current metropolitan area partners
 - Department of Parks and Recreation
 - Public Health Department (McLennan County, City of Waco, etc.)
- Hospitals
 - Baylor Scott and White–Hillcrest
 - Ascension Providence
- Heart of Texas Council of Governments
- Independent School Districts throughout the metropolitan area
- Live Well Waco
- National Association for the Advancement of Colored People
- Prosper Waco
- Religious groups
- Rotary Clubs

- Texas State Technical College
- United Way
- Waco Business League
- Waco Family Medicine
- Waco Tourist Information Center

Strategic Planning Work Group Findings and Recommendations

The Waco MPO is actively searching for ways to expand its vision, collaboration, and cooperation, and to add value to member entities by evolving beyond its minimum requirements.

The MPO's primary purposes are to establish regional transportation policy, identify regional project priorities, and to draft and adopt all federally required plans and programs. The Waco MPO is responsible for ensuring that the public and all relevant transportation agencies and stakeholders can participate in the transportation planning process. The Waco MPO:

- Is responsible for the McLennan County metropolitan transportation planning process.
- Equips citizens and decision-makers with information on MPO activities and the anticipated positive outcomes of MPO plans developed.
- Develops strong and effective working relationships with stakeholders.
- Develops coordinated efforts to plan and promote growth and help cities understand the impacts of these decisions.
- Considers and plans for long-term metropolitan growth and the resulting transportation implications.

The MPO's vision is to provide a resilient transportation system and to plan for future growth and transportation needs. The MPO provides value by bringing together stakeholders and member entities, and provides mutual benefit to all who are engaged in the process.

MPO staff plans to review this document annually to ensure that the Waco MPO continues to focus on its strategic priorities.

Regional Identity

The Waco MPO Strategic Planning Work Group recommends the following items (shown in bold) to the Waco MPO Policy Board for action and approval to address the regional identity of the Waco MPO:

1. **The MPO Policy Board concurs with or modifies this work of the Waco MPO Strategic Planning Work Group and the contents of this document.**
 - This document reflects the discussions held over several months between the Waco MPO Strategic Planning Work Group, Waco MPO staff, TxDOT, and TTI.
 - Due: November 2022.
 - Responsible parties: Waco MPO Policy Board.

2. **The MPO Policy Board changes the MPO name so that the new name promotes a more regional and inclusive nature.**
 - The Waco MPO Strategic Planning Work Group favors the Heart of Texas Metropolitan Planning Organization but is open to other recommendations.
 - A name change would provide the perception that the Waco MPO is more inclusive of all member entities and maintains a regional focus.
 - Other MPOs in Texas (e.g., Permian Basin MPO and Grayson County MPO) successfully changed their names with the approval of the policy board.
 - Due: 2023.
 - Responsible parties: Waco MPO Policy Board.
3. **The MPO Policy Board requests a redesignation of the MPO from the City of Waco to the MPO Policy Board.**
 - The Waco MPO Strategic Planning Work Group determined that it would be beneficial to have a clear separation of powers and the Waco MPO should be redesignated. There currently are concerns that there is a misunderstanding about whom the MPO represents.
 - In Texas, most MPOs have the policy board as the designated MPO. In Waco, the City of Waco is both the fiscal agent and the designated MPO, which can lead to perception issues, conflict of interest, and other logistical issues.
 - MPOs are federally funded and therefore are required to follow the 3-C process in all MPO matters.
 - A redesignation would improve MPO efficiencies. The original agreement has not changed since the MPO was designated in 1974, so a review of this issue is timely.
 - Education is also critical to provide a better understanding of the roles and responsibilities of each stakeholder and the purpose of an MPO.
 - The City of Waco will remain the fiscal agent for the Waco MPO.
 - Due: 2023.
 - Responsible parties: Waco MPO Policy Board, TxDOT, and Waco MPO staff.
4. **The MPO Policy Board redesignates the Waco MPO Policy Board to be solely responsible for the hiring, firing, and oversight of the MPO executive director.**
 - The City of Waco, acting as the fiscal agent, currently exercises the sole responsibility to hire, supervise, evaluate, and terminate the Waco MPO executive director.
 - All MPO tasks must be outlined in the UPWP, and therefore Waco MPO staff should focus their priorities on these tasks.
 - Due: 2023.
 - Responsible parties: Waco MPO Policy Board, TxDOT, and Waco MPO staff.
5. **The MPO Policy Board approves the creation of a short video or other promotional materials to educate the public about the purpose of the MPO.**
 - Marketing materials could be used throughout the metropolitan area to promote the MPO's purpose and benefits.
 - Due: 2023.

- Responsible parties: Waco MPO staff.
6. **The MPO collaborates with potential stakeholders in the metropolitan area to highlight the MPO’s purpose (e.g., presentations at the Greater Waco Chamber of Commerce Annual State of the State Meeting, regional civic organization meetings [see the “Waco MPO Entities, Partners, and Stakeholders” section], and articles in the *Waco Tribune-Herald*).**
- The Waco MPO currently collaborates with several different stakeholders but could collaborate with additional organizations in order to increase understanding of the MPO’s purpose in the metropolitan area.
 - Due: 2025.
 - Responsible parties: Waco MPO staff.

Preparation for TMA Status

The Waco MPO Strategic Planning Work Group recommends the following for action and approval by the Waco MPO Policy Board (shown in bold) to prepare for TMA status:

1. **The MPO Policy Board directs the TAC to develop a project selection process to solicit and review project ideas for the metropolitan area, which the Policy Board would then approve or modify.**
- A project selection process entails a call for projects (e.g., an online portal to submit ideas that the MPO would review and collect for historical documentation purposes), a project review process completed by the TAC in consultation with MPO staff, and a final project prioritization process completed by the MPO Policy Board that clearly defines how projects are selected in order to address safety, congestion, equity, and other transportation needs in the metropolitan area.
 - A project selection process provides a method for transparently collecting project ideas for the metropolitan area to be considered on an ongoing basis as funding sources become available.
 - Developing a project selection process assists the Waco MPO in its goal to be a regional convener and facilitator for transportation planning.
 - Due: 2023.
 - Responsible parties: Waco MPO TAC.

MPO Capacity

The Waco MPO Strategic Planning Work Group recommends the following for action and approval by the Waco MPO Policy Board (shown in bold) to address MPO staffing and funding constraints:

1. **The MPO Policy Board authorizes the TAC and MPO staff to identify and evaluate supplemental funding opportunities (e.g., grant opportunities).**
- Project selection and activities are constrained by the fact that the MPO is federally funded.
 - Grant opportunities often require a local match. For these reasons, the Waco MPO should consider additional strategies to fund projects and activities.
 - Due: 2025.

- Responsible parties: Waco MPO TAC and Waco MPO staff.
2. **The MPO Policy Board encourages the TAC to develop small work groups to address future needs and to maintain an understanding of the current and expected issues in the metropolitan area, per TAC bylaws.**
- The Waco MPO TAC already has work groups, and the Policy Board should proactively encourage the TAC to continue its work, to prepare the Waco metropolitan area for future transportation needs.
 - Due: 2025.
 - Responsible parties: Waco MPO TAC and Waco MPO staff.

Reference

1. U.S. Department of Commerce and U.S. Census Bureau. *United States Summary: 2010: Population and Housing Unit Counts*. September 2012.
<https://www.census.gov/library/publications/2012/dec/cph-2.html>.

WACO MPO STRATEGIC PLANNING WORK GROUP RECOMMENDATIONS



Waco Metropolitan Planning Organization

FOR MORE INFORMATION

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Local Fund Creation

Background

- The Infrastructure Investment and Jobs Act (IIJA) created many new programs that will provide unprecedented levels of resources to address local mobility needs over the next four years. Small and midsize communities can benefit from many IIJA grants, though they typically require a 20% match on behalf of the applicant, with the remaining 80% provided through federal grant funds.
- This “80/20” funding split limits application feasibility for many communities in McLennan County that may want to take advantage of IIJA programs yet lack immediate availability of necessary resources.
- The Waco MPO has a vested interest in ensuring local entities become competitive for eligible and available IIJA program funds. The MPO Policy Board can consider creating a “Local Fund”, financed by member entities, to meet local match requirements. Annual contributions by MPO members would simplify the grant application process. This fund would also enable funding of other opportunities if desired by the Policy Board.

Potential Annual Contribution Scenario

- Total Match = \$140,000
- In-Kind Match = \$40,000 - \$70,000
 - Calculated non-cash value of personnel, goods, and services
 - Hours of service donated by Comprehensive Safety Action Plan steering committee members selected from MPO Technical Advisory Committee (TAC)
- Cash Match = <=\$100,000 (divided among 20 voting members) – See table below
 - Central City (Waco) = ~\$50,000 (50%)
 - McLennan County (small cities) = ~\$26,000 (26%)
 - Other Cities (>5,000 population) = ~\$25,000 (6 cities @ \$4,000 each) (24%)

Geographic Area	April 1, 2020	Population		Population percent	Population based contribution		PB based contribution	
		2020	2021					
Bellmead city, Texas	10,564	10,561	10,575	4%	4,054	\$ 4,000	1/16	6,250
Hewitt city, Texas	15,945	15,973	16,131	6%	6,119	\$ 4,000	1/16	6,250
Lacy-Lakeview city, Texas	7,029	7,037	7,090	3%	2,697	\$ 4,000	1/16	6,250
McGregor city, Texas	5,338	5,362	5,522	2%	2,049	\$ 4,000	1/16	6,250
Robinson city, Texas	12,532	12,559	12,755	5%	4,809	\$ 4,000	1/16	6,250
Waco city, Texas	137,948	138,289	139,594	53%	52,939	\$ 50,000	8/16	50,000
Woodway city, Texas	9,428	9,434	9,474	4%	3,618	\$ 4,000	1/16	6,250
McLennan County	260,579	261,023	263,115	24%	23,714	\$ 26,000	1/16	12,500
Total	260,579	261,023	263,115	100%	100,000	\$ 100,000	16	100,000



Carbon Reduction Program – Waco MPO Project Submission

Introduction

The Carbon Reduction Program (CRP) was established by the 2021 Bipartisan Infrastructure Bill with the goal of reducing transportation emissions nationwide. Over the course of five years, approximately \$6.4 billion will be apportioned to the program, with almost \$550,000 of that total amount expected to be allocated within the Waco MPO planning area annually.

CRP funds present an opportunity for the implementation of low-cost, high-impact projects which reduce transportation emissions while benefiting communities. The scale of projects feasible within the anticipated funding level increases the potential of cities of all sizes and resource levels to contribute the required 20% funding match.

As communities contemplate eligible projects, they are encouraged to think both strategically and holistically while considering those projects which reduce transportation emissions while also increasing quality of life within the community. The MPO's evaluation guidelines are designed to encourage communities to think systemically about the impact of their projects while also keeping in mind Federal Highway Administration's (FHWA) priorities.

A list of eligible activities has been made available in the FHWA's [Carbon Reduction Program Implementation Guidance Document](#), however other projects not specifically listed may be eligible if their ability to reduce transportation emissions can be demonstrated. Please refer to the carbon emissions [calculator](#) and the [references](#).

CRP funds should be accessible to communities of all resource levels. In order to facilitate this goal, CRP project prioritization criteria developed by the MPO has been designed to be intentionally straightforward. Projects will be scored across the fields of ***Reduction in Transportation Emissions, Equity, Impact on Future Generations, and Land Use Considerations***.

Proposed Project Details

City Name
Contact Name, Title, Phone Number, and Email
Project Title
Project Location
Project Description



Alignment with Prioritization Criteria

1. Is your project a [listed, eligible activity](#)? If yes, which eligible category does your project fall under?

If yes, proceed to question #3. If no, proceed to question #2.

Scoring: 0 points for NO, 10 points for YES (10 points possible)

2. Does your proposed project reduce transportation emissions? In what ways?

Some projects may reduce vehicle miles traveled (VMT), however projects may also reduce carbon in less obvious ways. Carbon reductions need not be tied directly to VMT; an overall reduction in transportation-related carbon emissions can also qualify a project. The FHWA uses the implementation of biologic carbon sequestration, such as plants, to reduce CO₂ from the atmosphere as an example. Please refer to the calculator here.

<https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

Scoring: 0 points for NO, 10 points for YES (10 points possible)

3. Does your proposed project address racial equity, workforce and economic development, remove barriers to opportunity in both rural and urban communities, or which redress prior inequities and barriers to opportunity? How?

Are there USDOT identified Areas of Persistent Poverty (AOPP) in your community, or does your city have overall mobility needs which can be addressed by a CRP project? The FHWA values an equitable distribution of CRP funds. As an example, projects which decrease VMT by increasing bike and pedestrian connectivity to job centers or schools within disadvantaged communities would both reduce transportation emissions and increase equity in line with FHWA priorities. Project prioritization considers both AOPP and overall mobility needs.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. *Positively Impacts an AOPP*
2. *Increases Racial or Socioeconomic Equity*
3. *Removes barriers to Opportunity*
4. *Improves Access to Workforce and Economic Development*
5. *Demonstrates Other Related Equitable Impact*



4. Will your proposed project benefit future generations? In what ways?

Projects which further goals such as Vision Zero initiatives, support climate change resilience, or contribute to the betterment of all future road users will be considered in the prioritization process. Are there safety measures which can be implemented to decrease transportation injuries and fatalities? Are there CRP eligible projects which can be undertaken which will improve your community's resilience to climate change? An example of this would be the enhancement of the tree canopy in order to provide shade in pedestrian access areas using [Texas Superstar®](#) plants.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. Increases Safety/Supports Vision Zero Initiatives
2. Improves Climate Change Resilience
3. Promotes Sustainable Transportation methods (active transport, electric vehicles, etc.)
4. Increases Overall Level of Connectivity in Area
5. Demonstrates Other Benefit to Future Generations

5. Does your proposed project take into account the ways in which it interacts with surrounding areas and influences current and future accessibility and uses? How?

Land use considerations are inherent to the functioning of communities and the people they represent. Is there an area that people in your community access only by car due to safety or infrastructure concerns, or are there projects which would meaningfully connect people to places and activities by foot or bike and reduce VMT?

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. Promotes Connectivity Which Contributes to Overall Carbon Reduction
2. Increases Safety for Non-Single Occupancy Vehicle Modes of Transportation
3. Increases Access to Activity Centers
4. Increases Multimodal Access
5. Demonstrates Other Land Use Benefit to Surrounding Community

6. What is the Local match committed to this project?

The minimum required local match is 20%. However, project sponsors are encouraged to offer the maximum feasible match for their proposed project.

Scoring: Minimum match = 20%, Maximum match = 70%

20% = 0 points, 25% = 1 point, 30% = 2 points, 45% = 5 points, 70% = 10 points



7. What is the readiness level of the project?

Project funds are available for obligation for a maximum of 4 years (3 years after the last day of the fiscal year for which funds are authorized). Please indicate project status for design, engineering (if applicable), ROWs, and cost estimates.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. *Design/Engineering*
2. *Right of Way Acquisition*
3. *Utility Relocation*
4. *Cost Estimates*
5. *Environmental Review*

8. Does proposed project have community support? If yes, to what extent?

Please include letters of support, public comments, endorsement from public officials, or other related documentation demonstrating type and caliber of community support.

Scoring: 0 to 2 points for each category; Unsatisfied = 0, Partially Addressed = 1, Satisfied = 2 (10 points possible)

1. *Previously Identified Local Priority*
2. *Has Undergone Public Engagement Process*
3. *Has Documented Positive Public Comments*
4. *Has Endorsement from Public Officials*
5. *Has Other Related Documentation Demonstrating Public Support*

2023 Rolling Stock and Equipment Condition Targets- Waco Transit System

**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.

Service Area	Asset Class	2023 Target for Exceeding Useful Life Benchmark*
Urban	Bus	68%
Urban	Cutaway	67%
Urban	Van	100%
Urban	Automobile	100%
Urban	Service Vehicle	100%
Rural	Cutaway	33%
Rural	Van	100%
Rural	Minivan	100%
Rural	Automobile	0%
Urban	Non-Revenue Utility Vehicle	100%
Rural	Non-Revenue Supervisor Vehicle	0%

2022 Facility Condition Targets- Waco Transit System

Facility	Overall Condition Score	2023 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

***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.

2023 PTASP Performance Targets

Beginning in July, 2020, and in each subsequent year, Waco Transit System must certify it has a safety plan in place that meets the requirements of the federal rule. Waco Transit System presented the updated PTASP to Waco City Council on December 6, 2022, and the updated plan was adopted. The 2023 targets have been updated based on 2022 data sets.

Target Metric	Fixed Route	Demand Response
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	2.6	1.0
Rate of Injuries*	0.000000	0.000000
Safety Events	2.2	2.8
Rate of Safety Events*	0.000000	0.000000
Mean Distance Between Major Mechanical Failure	33,980 miles	39,920 miles

*rate = total number for the year/total revenue vehicle miles traveled

TAM Performance Measures

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.



TRANSIT ASSET MANAGEMENT

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.

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 immediate repair.

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.

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

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.

Fact Sheet: Public Transportation Agency Safety Plans Notice of Proposed Rulemaking (NPRM)

Overview

Pursuant to 49 U.S.C. 5329(d), FTA must promulgate a rule to implement the statutory requirements for Agency Safety Plans. Under the proposed rule, each operator of public transportation that receives Federal financial assistance under 49 U.S.C. Chapter 53 would be required to develop and implement an Agency Safety Plan based on the principles of Safety Management Systems (SMS). Each transit operator would be required to develop an Agency Safety Plan within one year after the effective date of a final rule.

General Requirements for Agency Safety Plans

The proposed rule would require an operator to develop and implement an Agency Safety Plan based on SMS principles. Each operator’s plan would require, at minimum:

- Approval of the plan by the board of directors or equivalent entity;
- Methods for identifying and evaluating safety risks throughout the system;
- Strategies to minimize the exposure of the public, personnel and property to hazards;
- An annual review and update of the plan;
- Performance targets based on the safety performance criteria established in a National Public Transportation Safety Plan;
- An adequately trained Safety Officer who reports directly to the general manager, president, or equivalent officer; and
- A comprehensive training program for personnel directly responsible for safety.

Who Would the Agency Safety Plan NPRM Not Apply To?

The NPRM requirements **would not apply** to:

- An operator that does not provide public transportation.
- A commuter rail operator that is subject to the Federal Railroad Administration’s safety requirements.
- A passenger ferry operator that is subject to the U.S. Coast Guard’s safety requirements.

What are the Proposed SMS Components of an Agency Safety Plan?

<p>Safety Management Policy</p> <ul style="list-style-type: none"> • Safety Objective and Performance Targets • Confidential Employee Reporting Program • Organizational Accountabilities and Safety Responsibilities 	<p>Safety Assurance</p> <ul style="list-style-type: none"> • Safety Performance Monitoring and Measurement • Management of Change • Continuous Improvement
<p>Safety Risk Management</p> <ul style="list-style-type: none"> • Hazard Identification and Analysis • Safety Risk Evaluation and Mitigation 	<p>Safety Promotion</p> <ul style="list-style-type: none"> • Safety Communication • Competencies and Training

Who Develops and Implements an Agency Safety Plan?

- Large operators would develop and implement their own Agency Safety Plans.
- A small, rural, or tribal operator could develop its own plan or have the State develop a plan on its behalf; in either case, each operator must implement its own Agency Safety Plan.

Who Approves an Agency Safety Plan?

- Each plan would be annually certified by an operator's Accountable Executive.
- Each plan would be approved by the board of directors or equivalent entity (such as a mayor, county executive, or grant manager).
- For rail transit operators only, the State Safety Oversight Agency would review and approve the operator's Agency Safety Plan.

What is the Relationship Between an Agency Safety Plan and a Transit Asset Management Plan?



- An operator would consider the results of its condition assessments while performing safety risk management and safety assurance activities.
- The results of the condition assessments, and subsequent SMS analysis, would inform an operator's determination as to whether an asset meets the state of good repair standards.
- The Accountable Executive has the ultimate responsibility for decisions related to both plans.

What is the Relationship Between the Agency Safety Plan NPRM and the Proposed National Public Transportation Safety Plan?

Under the Agency Safety Plan, an operator would be required to set safety **performance targets** based on the following performance measures in the Proposed National Safety Plan.

- Fatalities
- Injuries
- Safety Events
- System Reliability (State of Good Repair)

Additional Information:

- The public comment period closes on April 5, 2016.
- Submit electronic comments to <http://www.regulations.gov/#!documentDetail;D=FTA-2015-0021-0001>.



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For more information, please visit the Rulemaking Page on FTA's website at http://www.fta.dot.gov/tso_15918.html.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2023 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,682 fatalities in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	3,619
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2023 Target expressed as 5-year average	3,682

As noted in the table above, the calendar year target for 2023 would be 3,159 fatalities.

Target: Total number of serious injuries

2023 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	15,858
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2023 Target expressed as 5-year average	17,062

As noted in the table above, the calendar year target for 2023 would be 17,062 serious injuries.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2023 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.38 fatalities per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	1.26
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2023 Target expressed as 5-year average	1.38

As noted in the table above, the calendar year target for 2023 would be 1.20 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2023 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	5.50
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2023 Target expressed as 5-year average	6.39

As noted in the table above, the calendar year target for 2023 would be 6.77 serious injuries per 100 MVMT.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Total number of non-motorized fatalities and serious injuries

2023 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	2,291
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2023 Target expressed as 5-year average	2,357

As noted in the table above, the calendar year target for 2023 would be 2,340 non-motorized fatalities and serious injuries.

Safety Performance Measures Fact Sheet

Safety Performance Measures

Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

Rate of Fatalities: The ratio of total number of fatalities to the number of vehicle miles travelled (VMT, in 100 million VMT) in a calendar year.

Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

Rate of Serious Injuries: The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Five Performance Measures	
✓	Number of Fatalities
✓	Rate of Fatalities per 100 million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Data Sources

Fatality Data: Fatality Analysis Reporting System (FARS). Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

Volume Data: State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

Serious Injury Data: State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4th edition by April 14, 2019. Prior to April 14, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of NHTSA conversion tables. However, agencies are encouraged to begin using the MMUCC, 4th edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: FARS and State motor vehicle crash database. The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of non-motorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

What You Need to Know About Establishing Targets

States:

- States will first establish statewide targets in their August 31, 2017 HSIP Annual Report for calendar year 2018, and annually thereafter.
- Targets are applicable to all public roads regardless of functional classification or ownership.
- For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program in the Highway Safety Plan.
- States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. If a State chooses to do so, it is required to report the urbanized area boundaries used and evaluate and report progress for each target. Urbanized and non-urbanized area targets are not included in the significant progress determination.

Coordination and Collaboration:

- Performance management connects the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP) to the Strategic Highway Safety Plan (SHSP) to promote a coordinated relationship for common performance measures, resulting in comprehensive transportation and safety planning.
- The State DOT and MPOs in the State must coordinate when establishing targets, to the maximum extent practicable.
- A wide range of stakeholders should work together to establish targets. This includes, the State DOT, State Highway Safety Office, MPOs, FHWA Division Office, NHTSA Regional Office, Law Enforcement Agencies and EMS (Include all 4 E's of Highway Safety)
- Set targets that are data-driven and realistic, maintain momentum and remain focused.



What You Need to Know About Establishing Targets (continued)

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The MPO can choose between:
 - agreeing to support the State target; **OR**
 - establishing specific numeric targets for a safety performance measure (number or rate);
- MPOs may select either option for each individual safety performance measure.
- MPOs that choose to establish a rate target must report the VMT estimate used to establish that target and the methodology to develop the VMT estimate. MPOs should make maximum use of data prepared for HPMS when preparing the rate-based target denominator. If an MPO develops data specifically for the denominator, it should use methods to compute VMT that are consistent with those used for other Federal reporting purposes.
- MPO targets are reported to the State DOT, which must be able to provide them to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

Performance Measure	State Target		MPO Target For Each Performance Measure, Support State Target or Establish MPO-Specific Target
	Target Reported in HSIP Annual Report for FHWA	Target Reported in Highway Safety Plan for NHTSA	
Number of Fatalities	✓	= ✓	✓
Rate of Fatalities	✓	= ✓	✓
Number of Serious Injuries	✓	= ✓	✓
Rate of Serious Injuries	✓	Not required	✓
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	✓	Not required	✓

Example Target Calculations

5-Year Rolling Average: Each target is based on a 5-year rolling average, which is the average of 5 individual, consecutive points of data. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur.

The **number targets** are calculated by adding the number for the measure for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the **tenth** decimal place. The **rate targets** are calculated similarly yet rounded to the **thousandth** decimal place. This more accurately reveals the change from one 5-year average to another that might otherwise be obscured if the number was truncated.

Example: Number of Fatalities

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*

*From FARS Annual Report File, if Final FARS is not available

To determine the target for number of fatalities:

- Add the number of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established: $471 + 468 + 493 + 468 + 462 = 2,362$
- Divide by five and round to the nearest tenth decimal place: $2,362 / 5 = 472.4$

Example: Rate of Fatalities

Year	2011	2012	2013	2014	2015
Number of Fatalities	471	468	493	468	462*
100 VMT	454	490	466	492	495
Rate of Fatalities	1.04	0.96	1.06	0.95	0.93

*From FARS Annual Report File, if Final FARS is not available

To determine the target for rate of fatalities:

- Add the rate of fatalities for the most recent 5 consecutive calendar years ending in the year for which the targets are established: $1.04 + 0.96 + 1.06 + 0.95 + 0.93 = 4.94$
- Divide by five and round to the nearest thousandth decimal place: $4.94 / 5 = 0.988$

