



# Waco MPO Technical Advisory Committee Meeting

Thursday, January 5, 2023 2:00 PM



# Roll Call of TAC Members

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- Introduction and Welcome for new members of TAC
- MPO staff will verify the attendance of each Technical Advisory Committee member present



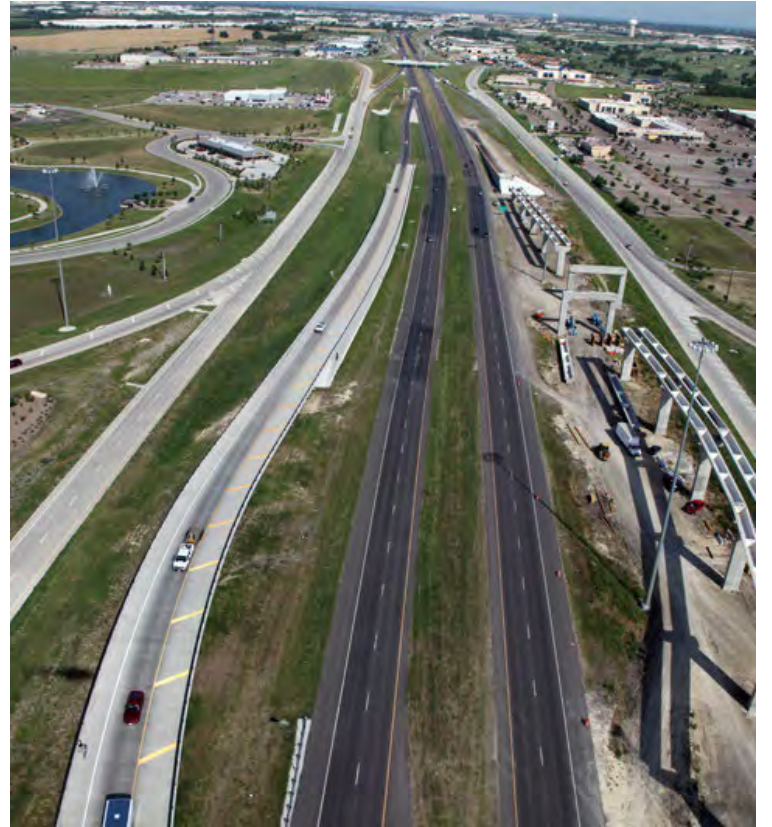




# Agenda

- Route Realignment Study
- SPWG Recommendations
- Local Fund Creation
- Carbon Reduction Program
- 2023 Transportation Alternatives Call for Projects
- 2023 Performance Targets
- NEVI Update
- TxDOT Updates
- Work Group Updates, Monthly Report & Announcements





# Fixed Route Realignment Study

Alliance Transportation Group/Waco Transit Systems, Inc.



# REIMAGINE WACO TRANSIT

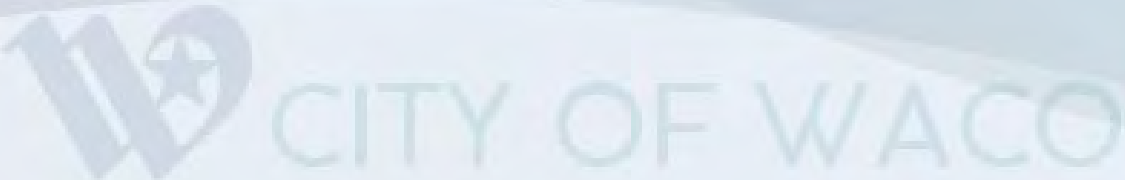
## Waco MPO Presentation

January 5, 2023





# Project Partners



# Project Goals and Overview

We are *Reimagining Waco Transit* for the first time in over **20 years!**

This initiative is an **equity driven** project that will examine how existing routes for the Waco Transit System can be modified to better connect and serve communities in Waco, TX.

## GOALS OF THE PROJECT

1

IMPROVE CONNECTIVITY

2

MINIMIZE TRAVEL TIME

3

PROVIDE FREEDOM THROUGH TRANSIT



CITY OF WACO

# Timeline

- **2013** – Initial study with recommendation to redesign Waco Transit system for improved economic development.
- **2017** – Bus Rapid Transit Study to determine feasibility for BRT service in Waco as a component of system redesign.
- **2021** – Kicked off current study to choose pathway for improved service and long-term BRT implementation.

## COMMUNITY INPUT

WHAT DO YOU WANT?  
COMMUNITY SURVEY

HOW CAN YOU HELP?  
INTERACTIVE WORKSHOPS

WHAT DO YOU THINK?  
COMMUNITY INPUT

A REIMAGINED  
TRANSIT SYSTEM

OCTOBER 2021

JUNE 2022

WHAT'S ALREADY THERE?  
EXISTING CONDITIONS

HOW CAN IT BE BETTER?  
SCENARIO DEVELOPMENT

HOW DO WE DO IT?  
IMPLEMENTATION

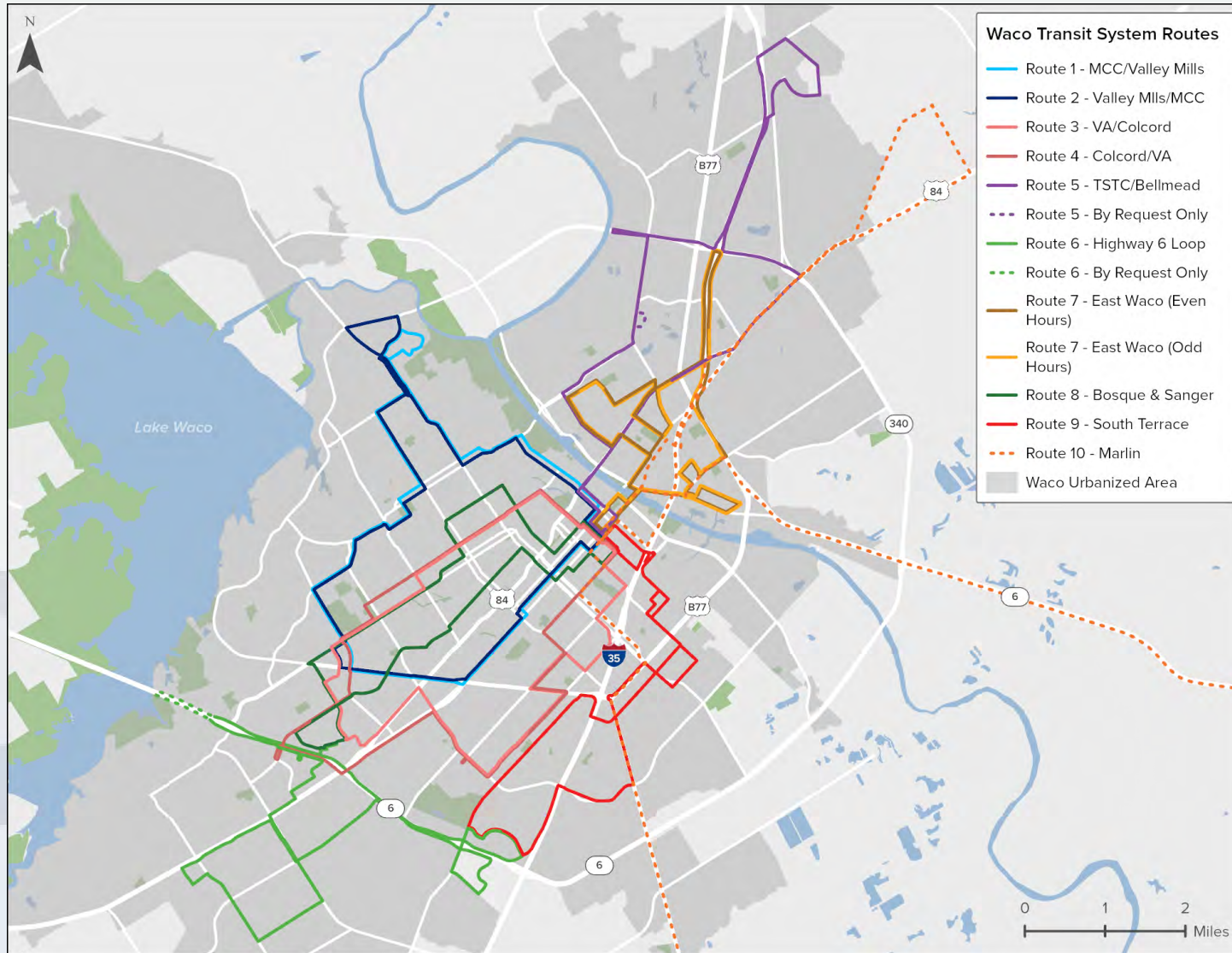
## TRANSIT ANALYSIS

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# Existing Service

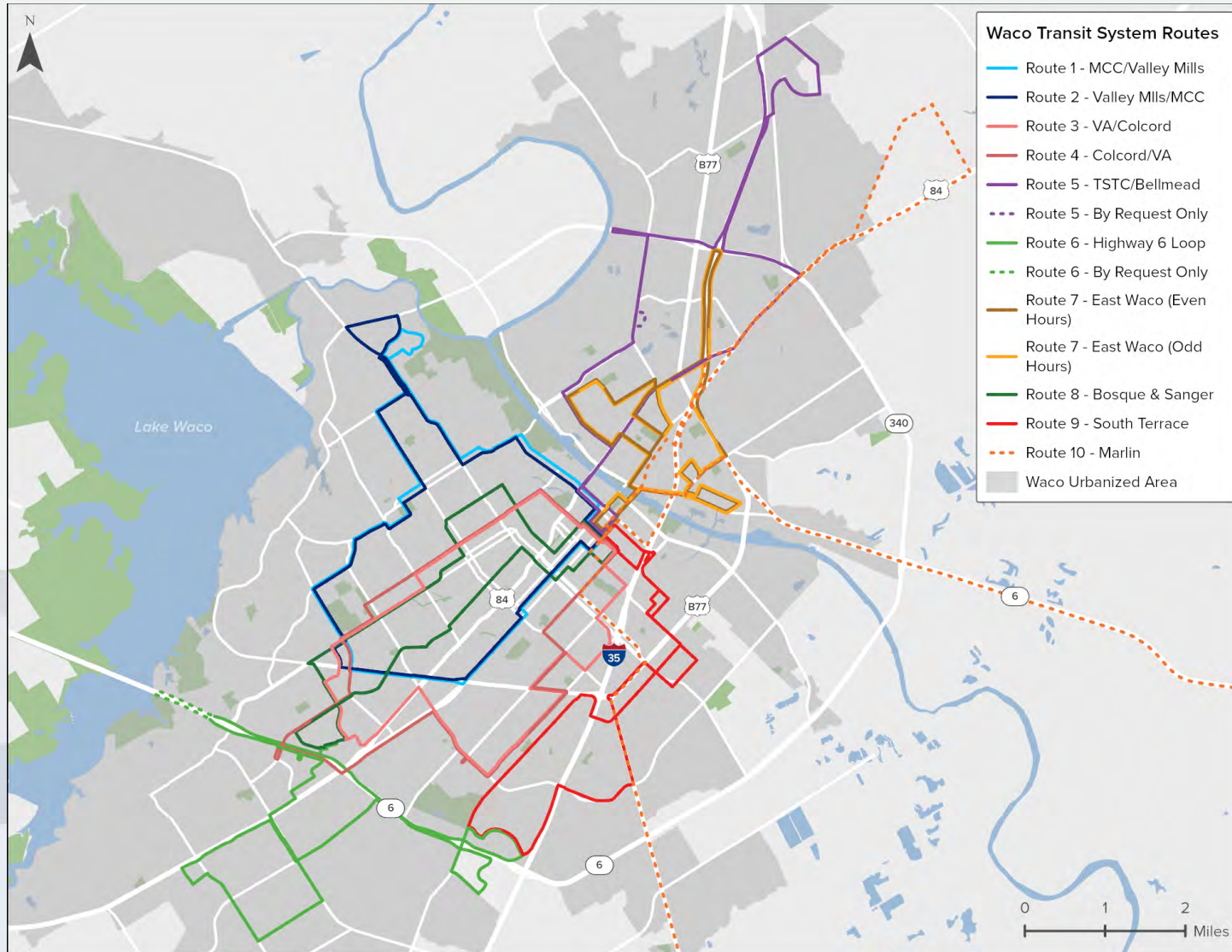
# Existing Service



- 10 Fixed Routes
- Additional service
  - Baylor University Shuttle
  - Demand Response Service
- Many routes only run in one direction



# Existing Service



- 5:15 am – 7:15 pm weekdays
- Saturday service varies by route
- Service frequency varies from 60-120min

# Existing Service – Route Schedules

ROUTE	SERVICE DAY	SPAN (WEEKDAY)	SPAN (WEEKEND)	FREQUENCY
Route 1 – MCC/Valley Mills Dr.	Mon. – Sat.	5:15AM – 7:15PM	6:15AM – 8:15PM	60 min.
Route 2 – Valley Mills Dr./MCC	Mon. – Sat.	6:15AM – 7:15PM	7:15AM – 8:15PM	60 min.
Route 3 – VA/Colcord	Mon. – Sat.	6:15AM – 7:15PM	7:15AM – 8:15PM	60 min.
Route 4 – Colcord/VA	Mon. – Sat.	6:15AM – 7:15PM	7:15AM – 8:15PM	60 min.
Route 5 – TSTC/Bellmead	Mon. – Sat.	6:15AM – 7:15PM	7:15AM – 8:15PM	60 min.

- **Route** = Location
- **Service Day** = Scheduled Days of Service
- **Span** = Scheduled Hours of Service
- **Frequency** = Time between Buses



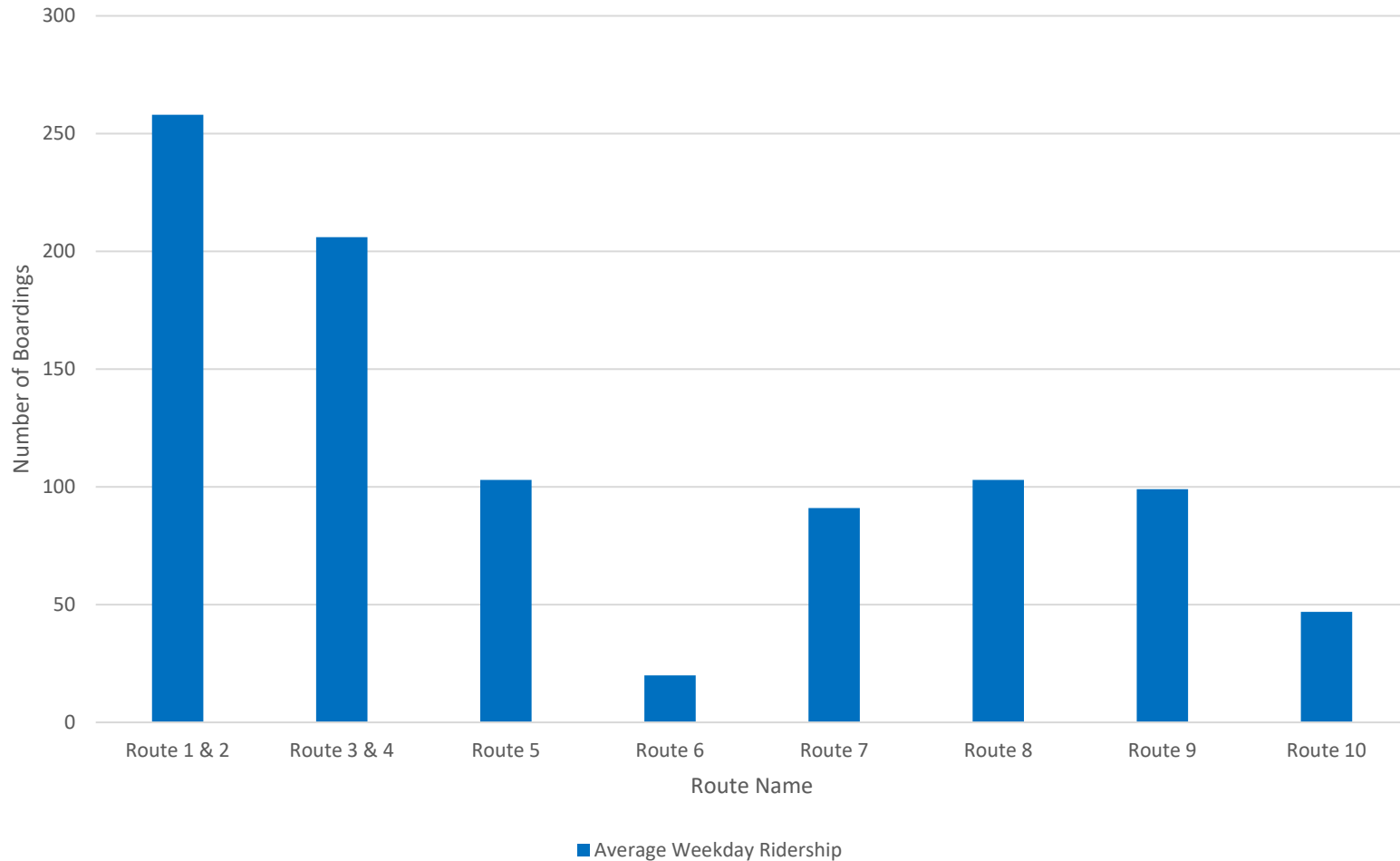
# Existing Service – Route Schedules

ROUTE	SERVICE DAY	SPAN (WEEKDAY)	SPAN (WEEKEND)	FREQUENCY
Route 6 – Highway 6 Loop	Mon. – Sat.	6:42AM – 7:15PM	7:42AM – 8:15PM	60 min.
Route 7 (Odd Hours) – East Waco	Mon. – Sat.	5:15AM – 7:15PM	6:15AM – 8:15PM	120 min.*
Route 7 (Even Hours) – East Waco	Mon. – Sat.	5:15AM – 7:15PM	6:15AM – 8:15PM	120 min.*
Route 8 – Bosque & Sanger	Mon. – Sat.	6:15AM – 7:15PM	7:15AM – 8:15PM	60 min.
Route 9 – South Terrace	Mon. – Sat.	5:15AM – 7:15PM	6:15AM – 8:15PM	60 min.
Route 10 – Waco, Marlin & Robinson	Mon. – Sat.	5:50AM – 6:30PM	6:50AM – 5:30PM	Two AM and two PM trips

\*Buses on Route 7 pass in both directions, giving route a 60-minute frequency.

# Existing Ridership

Average Weekday Ridership



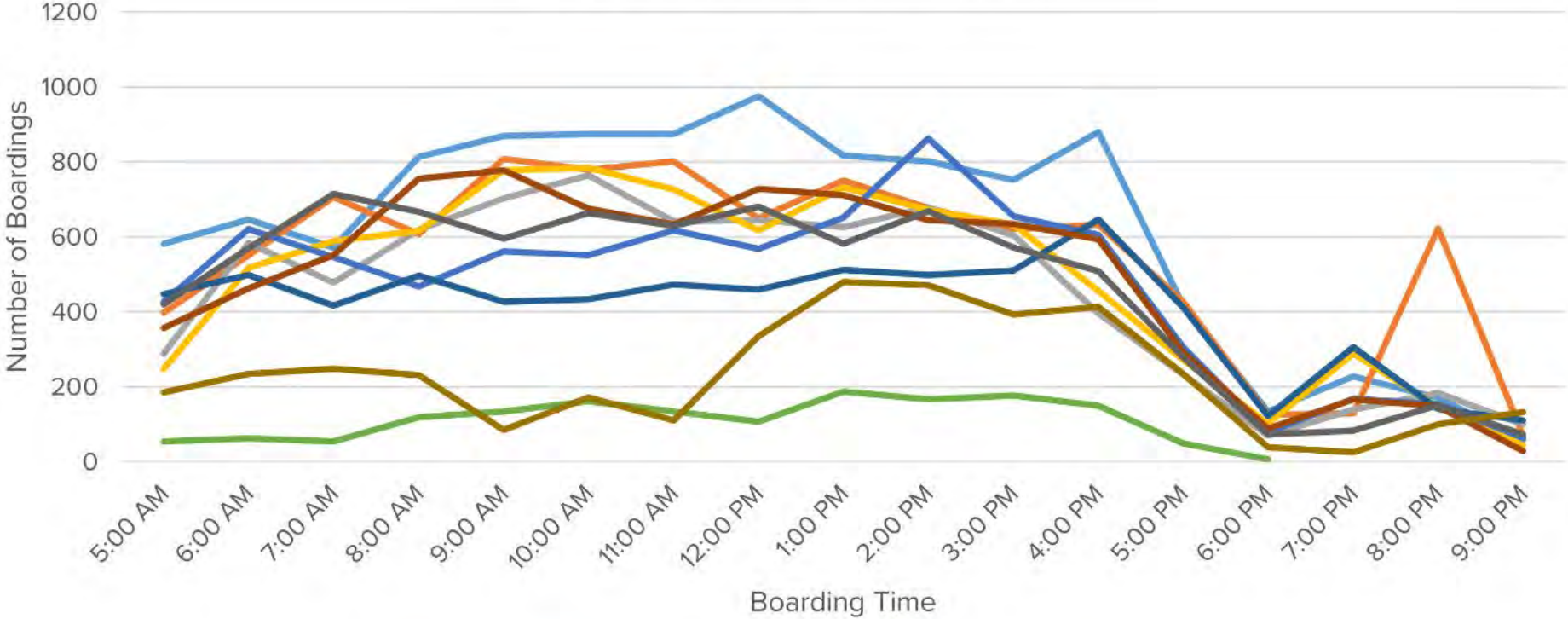
- Routes 1, 2, and 4 have highest average weekday ridership
- Median weekday ridership +/- 99 riders per day

*\*Routes 5, 7, and 10 offer different routes at different times of the day, or by request. This graphic shows onboarding for each of those routes together.*

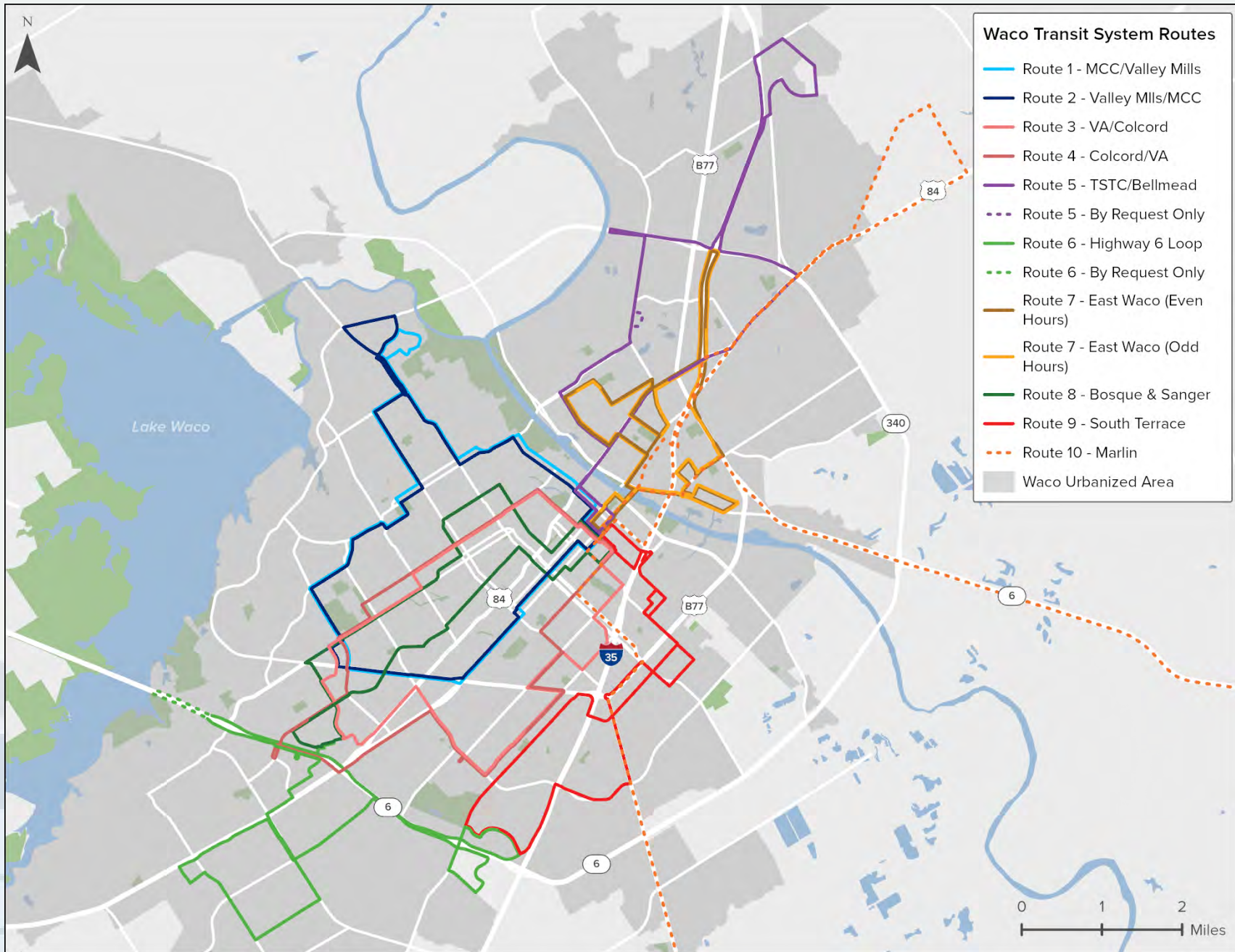


# Existing Ridership

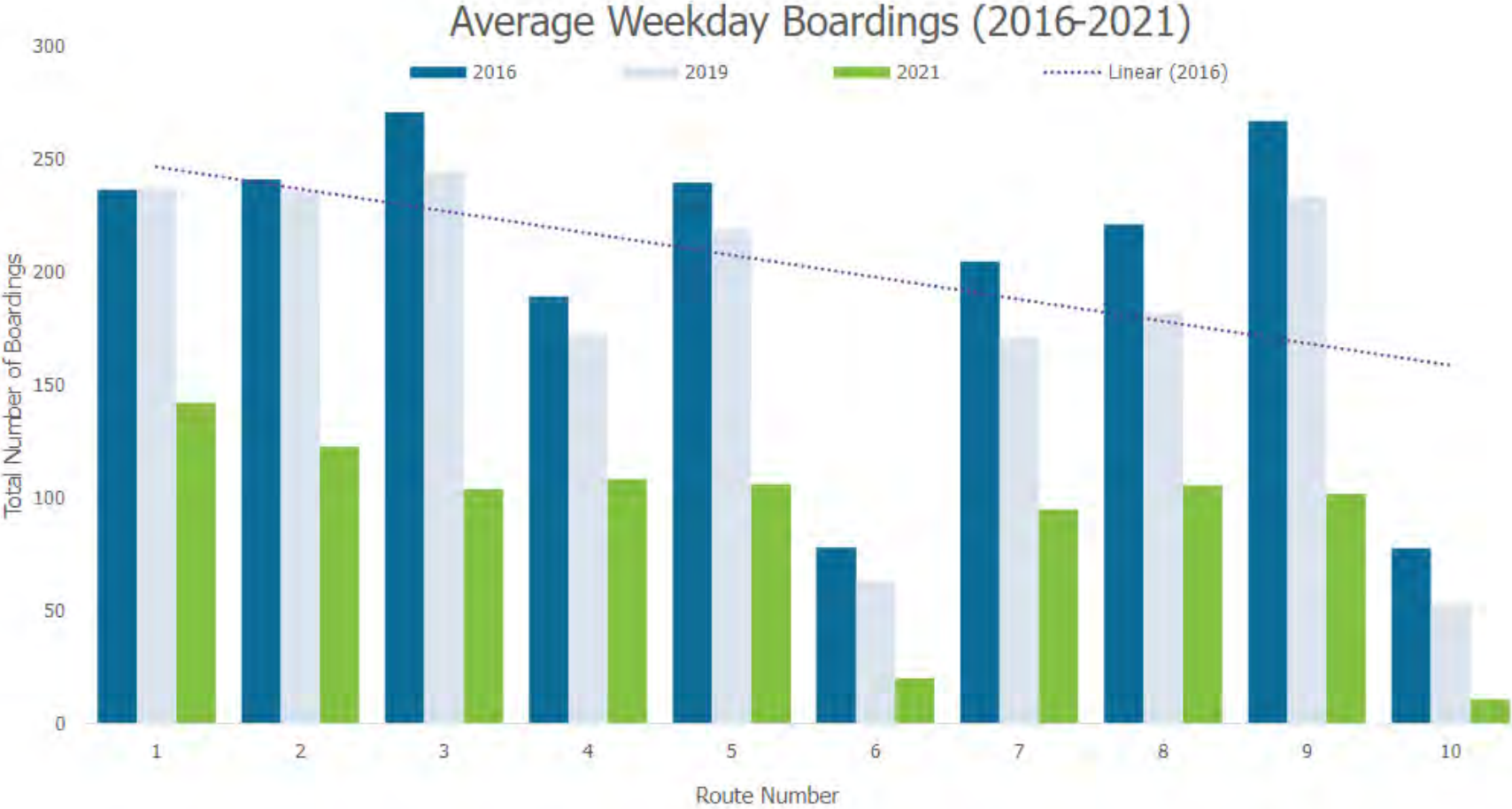
Route Boardings by Hour  
(August 2021 - October 2021)



- Boardings consistent between 8:00 am and 4:00 pm



# Existing Ridership Trends



- Ridership continues to recover since COVID





# Scenario Development



Reimagine Waco Transit

## Scenario 1A: Full BRT Alignment



A realigned fixed route transit network that is designed to minimize travel time, improve connectivity and leverage the investment being made in a **full build out of the BRT system**.

## Scenario 1B: MOS BRT Alignment



A hybrid scenario that **blends elements from both scenarios** to achieve the same goals of Scenario A but for a scaled back version of the BRT system.

## Scenario 2: Blank Slate



A **“blank slate”** with focus on developing a network that balances the needs and the wants of the community by matching transit service with the underlying markets.

Includes Implementation of Bus Rapid Transit Now

# Scenario 2



Reimagine Waco Transit

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CITY OF WACO

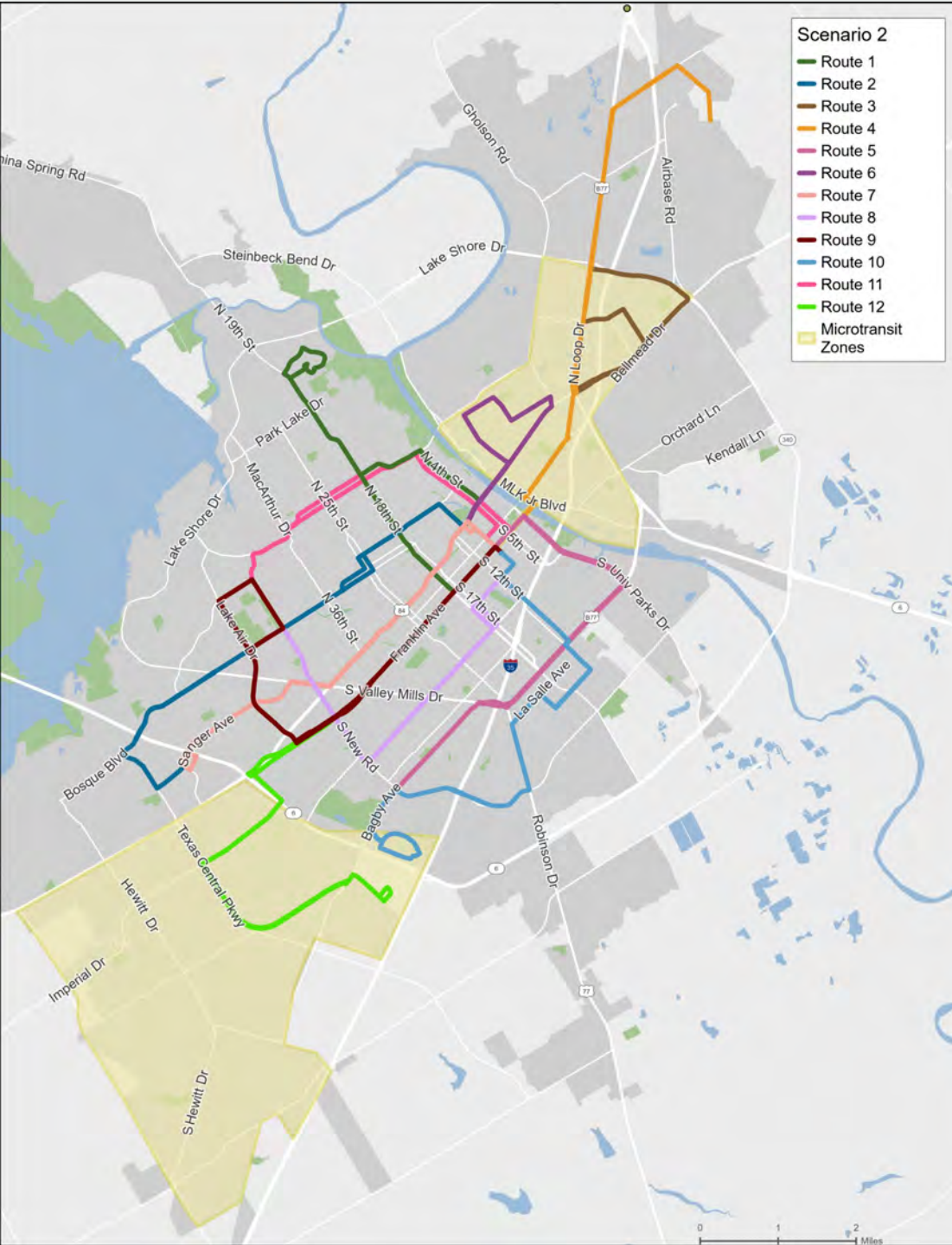


# Scenario 2

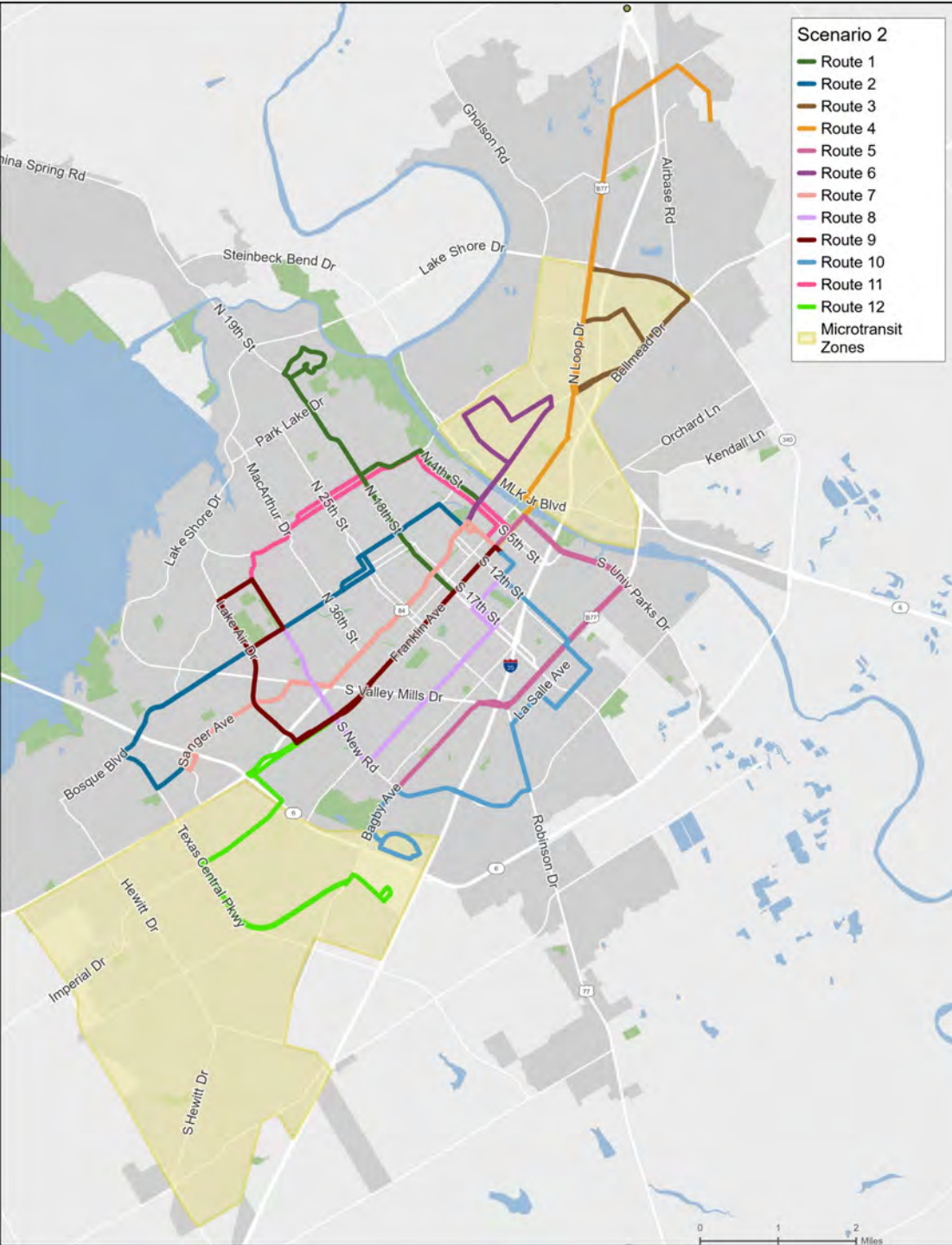
# Scenario 2



Reimagine Waco Transit



- Blank Slate
- Future BRT implementation possible
- 2 Microtransit Zones:
  - East Waco
  - West Waco
- Key Improvements:
  - Expanded service
  - Improved frequency
  - Increased connectivity



# Scenario 2



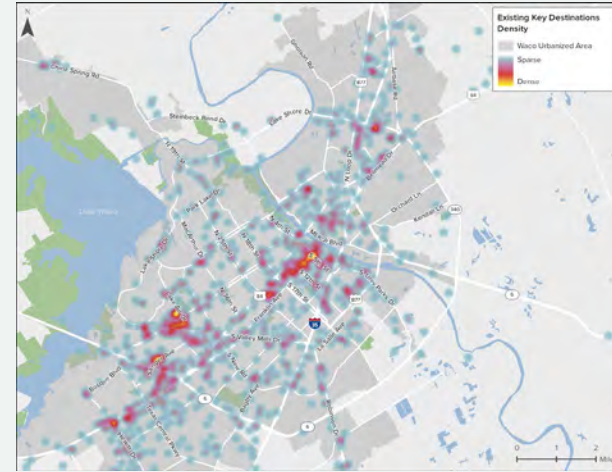
Reimagine Waco Transit

- Transit Market Scores used to determine higher frequency routes.
- 30-minute frequency along:
  - Route 1
  - Route 9
- All other routes at 1-hour frequency.



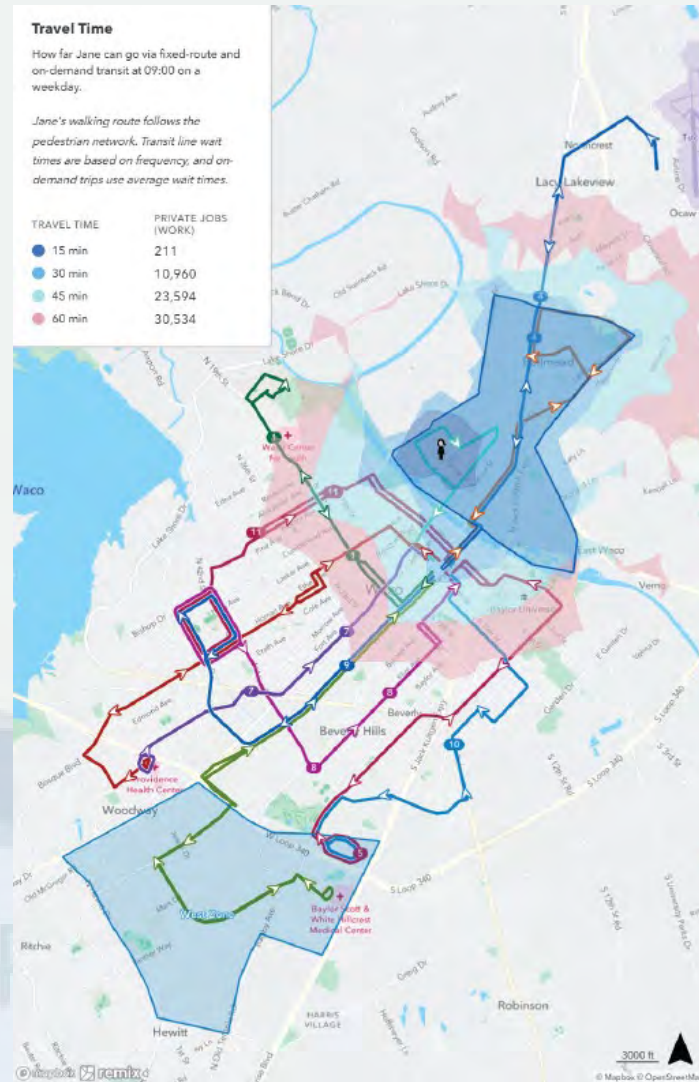
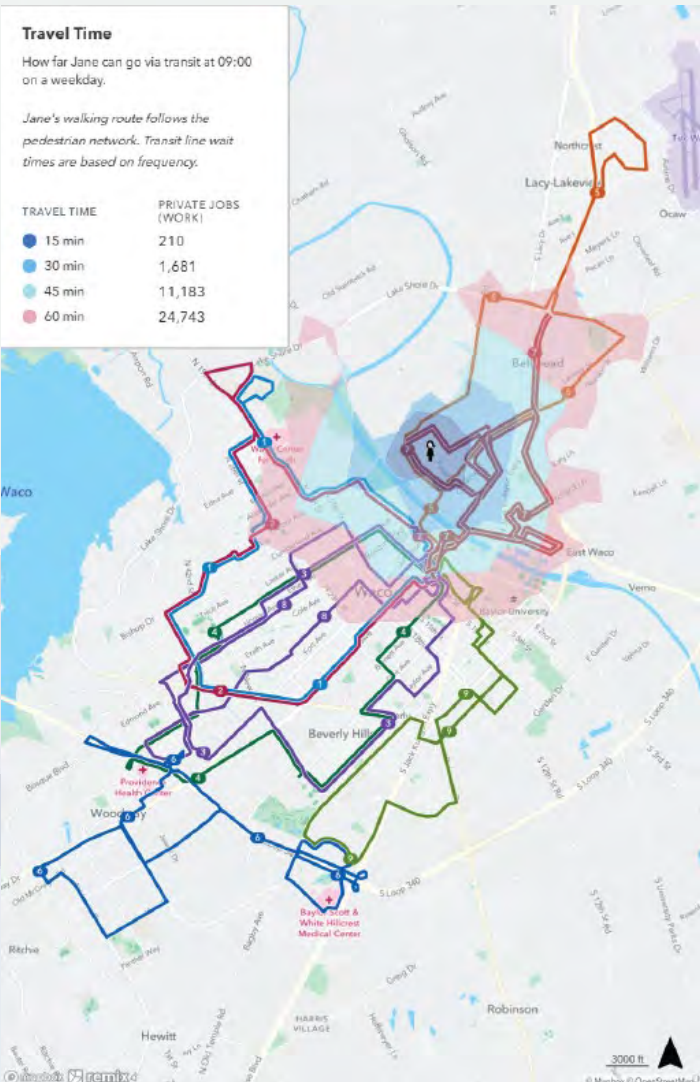
# Microtransit

- Form of bus demand response service
- Flexible, capable of connecting riders directly to destination
- Cost-saving, no need to invest in fixed-route infrastructure
- Opportunity to serve areas of lower density
- Can serve as first/last mile solutions for destinations not well served by fixed routes
- Same fare as bus



# SCENARIO 2 DESTINATION ACCESSIBILITY FROM Harlem St. & Turner St.

## Existing vs Scenario 2

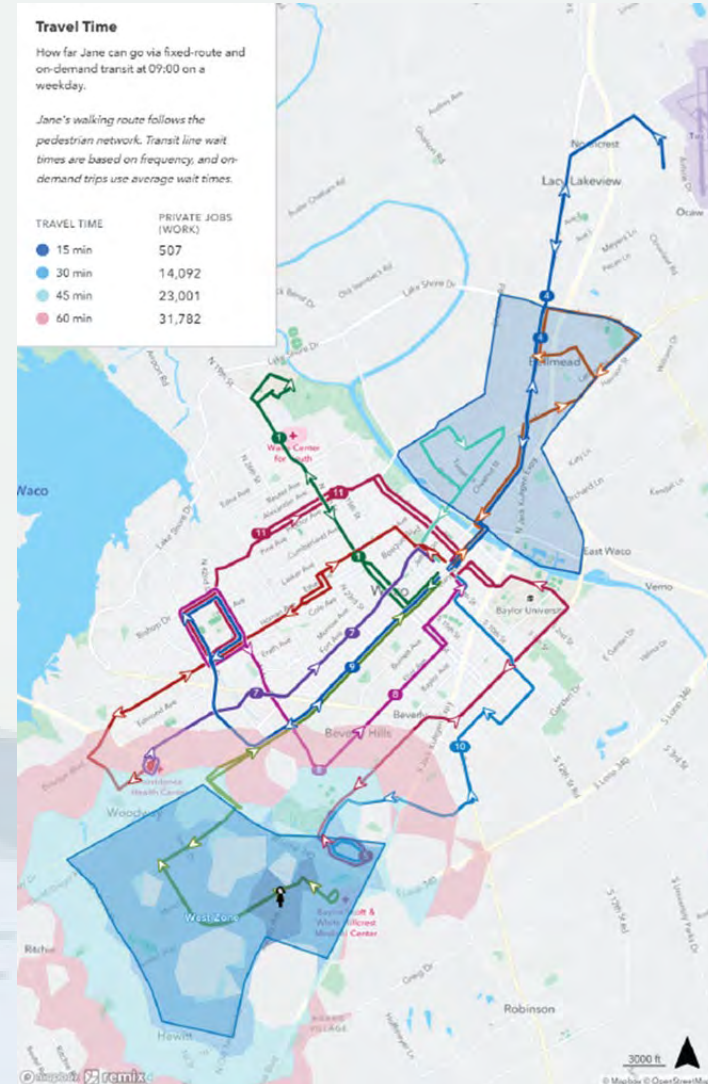
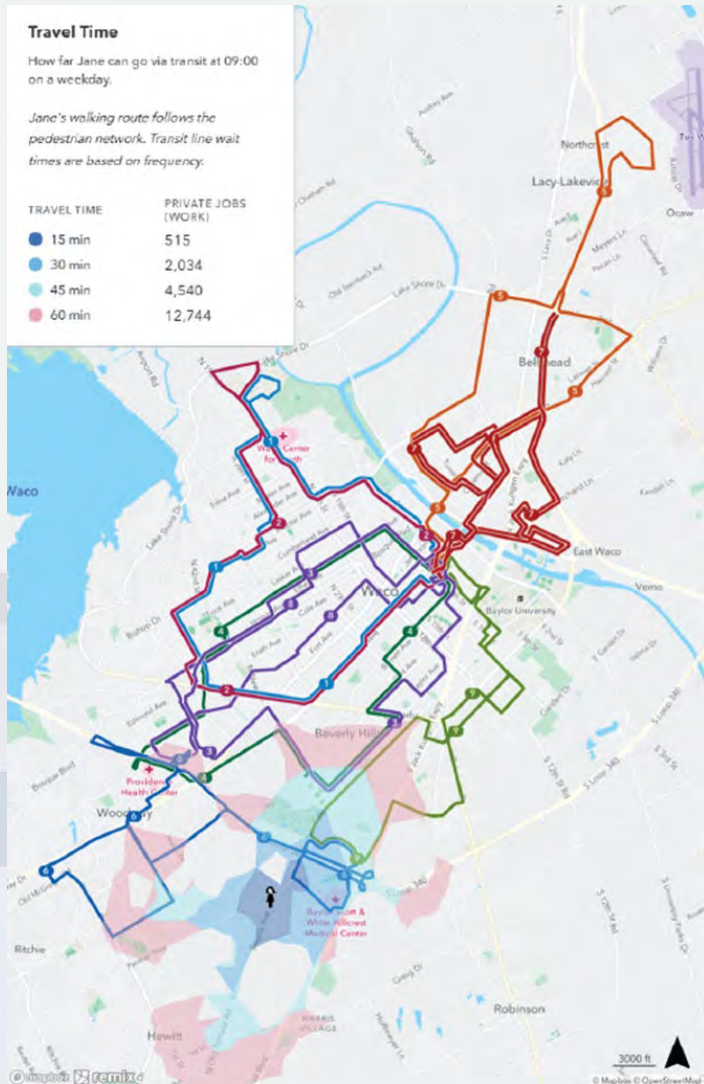


DESTINATION TYPE	PERCENT CHANGE IN SITES ACCESSIBLE WITHIN:			
	15 minutes	30 minutes	45 minutes	60 minutes
Population	0%	114%	84%	58%
Jobs	0%	552%	111%	23%
Hospitals	0%	0%	0%	0%
Urgent Care Facilities	0%	0%	0%	0%
Pharmacies	0%	400%	25%	0%
Childcare & K-12 Schools	0%	59%	66%	14%
Colleges (Universities)	0%	0%	100%	0%
Supermarkets	0%	100%	0%	0%



# SCENARIO 2 DESTINATION ACCESSIBILITY FROM Bagby Avenue & Tuscany Dr.

## Existing vs Scenario 2

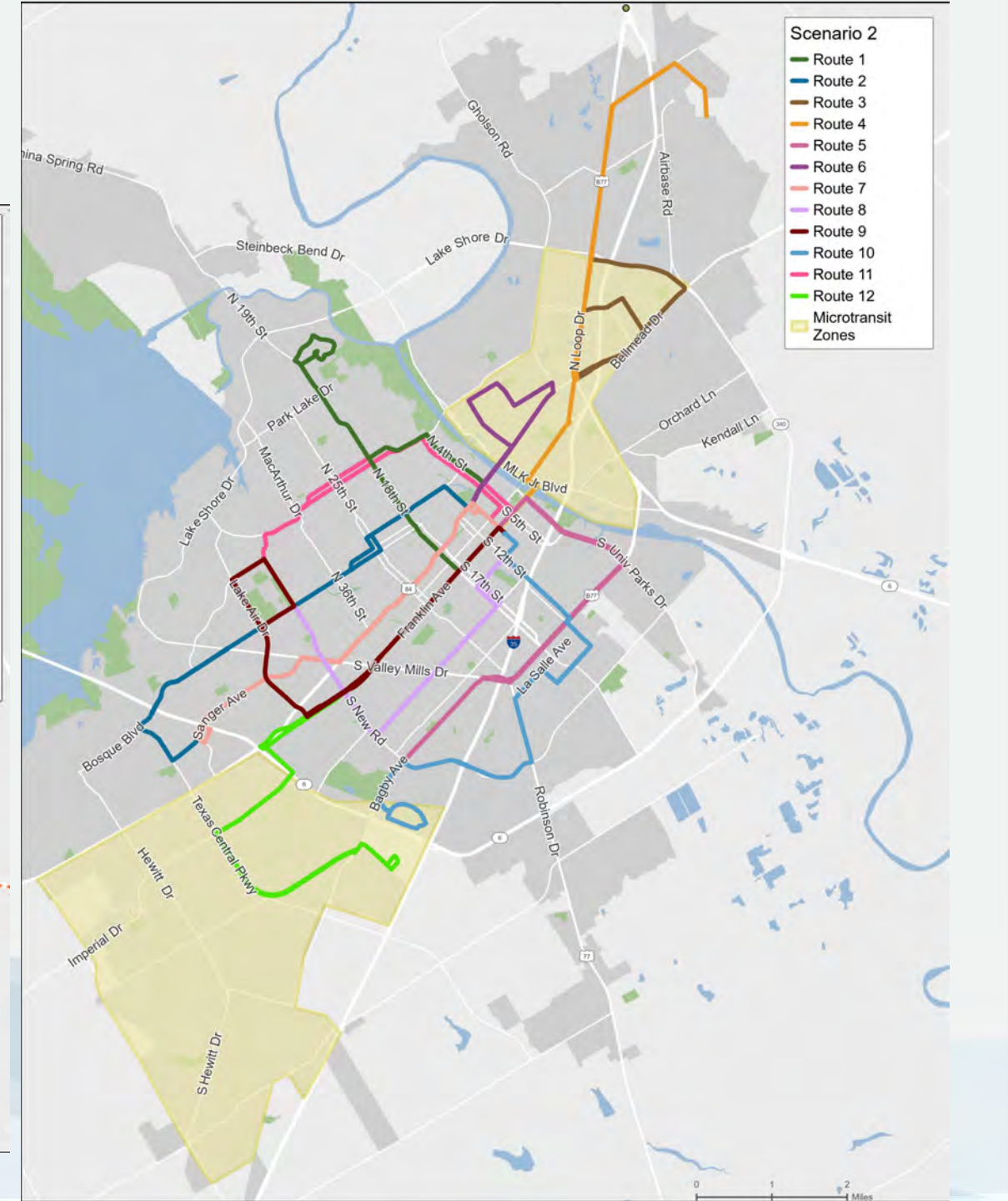
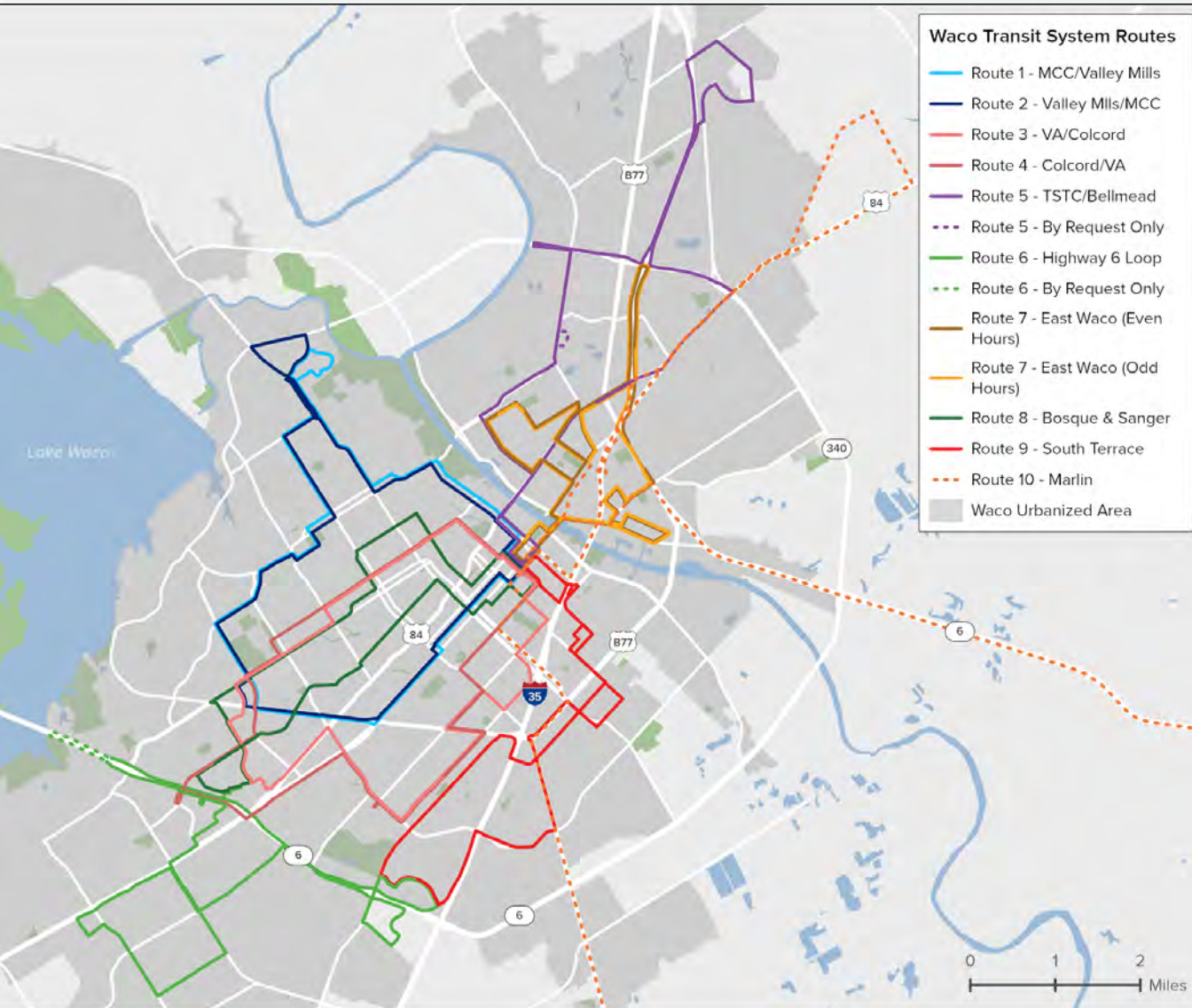


DESTINATION TYPE	PERCENT CHANGE IN SITES ACCESSIBLE WITHIN:			
	15 minutes	30 minutes	45 minutes	60 minutes
Population	0%	147%	365%	183%
Jobs	-2%	593%	407%	149%
Hospitals	0%	0%	50%	100%
Urgent Care Facilities	0%	0%	0%	0%
Pharmacies	0%	300%	1000%	200%
Childcare & K-12 Schools	0%	500%	1300%	286%
Colleges (Universities)	0%	0%	0%	0%
Supermarkets	0%	100%	100%	0%



# Existing vs. Scenario 2

# Existing vs. Scenario 2



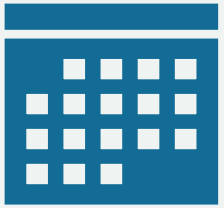
## Existing vs. Scenario 2

	Existing	Scenario 2
Number of Routes	10	12
Number of Buses <i>(in Service)</i>	10	16
Microtransit Zones	0	2





## Performance Metrics = Existing vs. Scenario 2



**Less time between buses** – allows riders to better plan trips (less time waiting, more time for work, play, etc.)



**Less riding time between key destinations** – faster service to key destinations like jobs, hospitals, schools











**More routes with direct service** – direct service to major destinations reduces inefficient time and delays on longer routes






















**Door-to-door neighborhood service** – microtransit allows riders to reach destinations more quickly with less public investment needed

# Performance Metrics

Existing	Scenario 2	General Update/Change
Route 1 – MCC/Valley Mills	Route 1, 3, 5	  
Route 2 – Valley Mills/MCC		
Route 3 – VA/Concord	Route 2, 8	  
Route 4 – Concord/VA		
Route 5 – TSTC/Bellemead	Route 4	 



# Performance Metrics

Existing	Scenario 2	General Update/Change
Route 6 – Highway 6 Loop	Route 1, 12, Microtransit Zone	   
Route 7 – East Waco (Even)	Route 3, 4, 6 and Microtransit Zone	   
Route 7 – East Waco (Odd)		
Route 8 – Bosque & Sanger	Route 1, 7, 9	  
Route 9 – South Terrace	Route 10, 11 and Microtransit Zone	   
Route 10 - Marlin	Route 3, and Microtransit Zone	   



# Projected Ridership

## *Existing vs. Scenario 2*

Ridership Projections	2021 Existing Daily Ridership	Total Daily 2040 (No Build)	Total Daily 2040 (Scenario 2)	% Change 2021 - 2040 (No Build)	% Change 2021 - 2040 (Scenario 2)
Total Systemwide Ridership	4,535	5,075	5,940	12%	31%
Ridership by Transit Dependents	222	249	343	12%	55%

# Projected Costs

## Fixed Route (FR)

Fixed Route (FR)			
Scenario:		Existing (FR)	2 (FR + MT)
<b>Operations Cost (\$)*</b>	Local Share (15%)	\$700K	\$1–\$1.2M
	Federal/Other Revenue Sources (85%)	\$3.6M	\$5.7–\$5.9M
	<b>Total</b>	\$4.3M	\$6.7-\$7.1M
<b>Capital Cost (\$)***</b>	Local Share (20%)	N/A	\$50K
	Federal/Other Revenue Sources (80%)	N/A	\$200K
	<b>Total</b>	N/A	\$250K

\*Increase in operational cost due to increased frequency, changes in headway, etc. Assume a 20% Spare Ratio; final BRT costs to be determined; Individual vehicles assigned to each Microtransit (MT) zone.

\*\*Capital costs include infrastructure and buses; bus cost based on existing diesel fuel vehicles – projected cost of electrification of fleet to be analyzed separately.

Source: Planning Level, Industry Standard Estimates, AECOM, 2022

# Initial Cost Estimate - Electrification

Planning-Level Cost Estimate for Electrification in 2022 (\$)				
	Unit Cost (\$)		Quantity	Total (\$)
Charger Management Software -Site Set-Up	\$5K		1	\$5K
Facilities Retrofit (Depot)	\$400K		1	\$400K
Charging Equipment*	\$150K		1	\$150K
Charge Management Software (per Charger)	\$2.5K		1	\$2.5K
Battery Electric Bus (BEB)	\$1.2M		2	\$2.4M
	Federal	Local		Total
Subtotal (Year 1 Startup \$)	<b>\$2.32M</b>	<b>\$580K</b>		<b>\$2.9M</b>

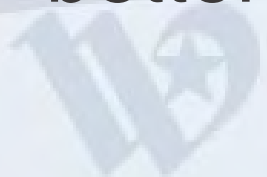
\*Assumes 1 charger with 2 dispensers available to power 2 buses each.  
 Source: Planning Level, Industry Standard Estimates, AECOM, 2022

**Cost Savings**  
*Potential to Reduce O&M Cost Estimates up to 25%*



## Existing vs. Scenario 2

- Improved efficiency for Waco Transit with route interlining (no more one-way routes).
- Positions Waco to implement BRT.
- Introduces new and innovative technology to better meet public needs.
- Minimum 1-hour routes (with 30-minute frequency on 2 routes) throughout the system.
- Allows more users to access transit due to frequency and variety of options.



# Next Steps

- Finalize Reimagine Waco Transit Report
  - Detailed Implementation Plan / Strategy
- Seek grant funding for implementation (2022-2024)

Council / Public Review

- Capital purchase for microtransit (2024)

Council / Public Review

- Implement Scenario 2 (2024-2025)

Council / Public Review

- Seek capital funds for BRT (2027-)

Council / Public Review

WACO

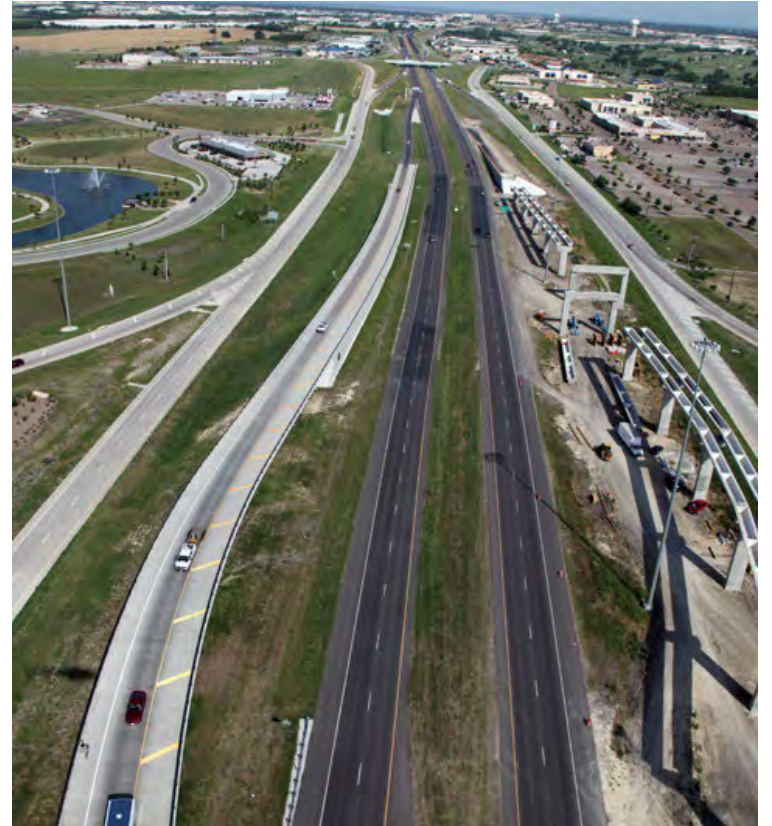
# REIMAGINE WACO TRANSIT

## Waco MPO Presentation

January 5, 2023







# Regional Identity Recommendations

Strategic Planning Work Group Recommendations





# MPO Redesignation

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- Waco MPO Strategic Planning Workgroup recommendations adopted by Policy Board October 20, 2022
- Recommended Policy Board request a redesignation of the MPO from the City of Waco to the MPO Policy Board – *Recommendation #3*
  - Waco MPO is the sole Texas MPO in which the city serves as both fiscal agent and designated MPO
- Recommended Policy Board redesignate the Waco MPO Policy Board to be solely responsible for the hiring, firing, and oversight of the MPO executive director.
  - *Recommendation #4*
    - The City of Waco currently exercises these responsibilities



# MPO Redesignation

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- Considerations:**

- Original agreement has not been changed since MPO's designation in 1974
- Redesignations are adopted strategic planning recommendations
- Aligns Waco MPO designation and management with that of other Texas MPOs
- Provides clear separation of powers and clarifies issues of perception and logistics
- Improves MPO efficiencies
- Maintains continuity as City of Waco will remain the fiscal agent for the Waco MPO

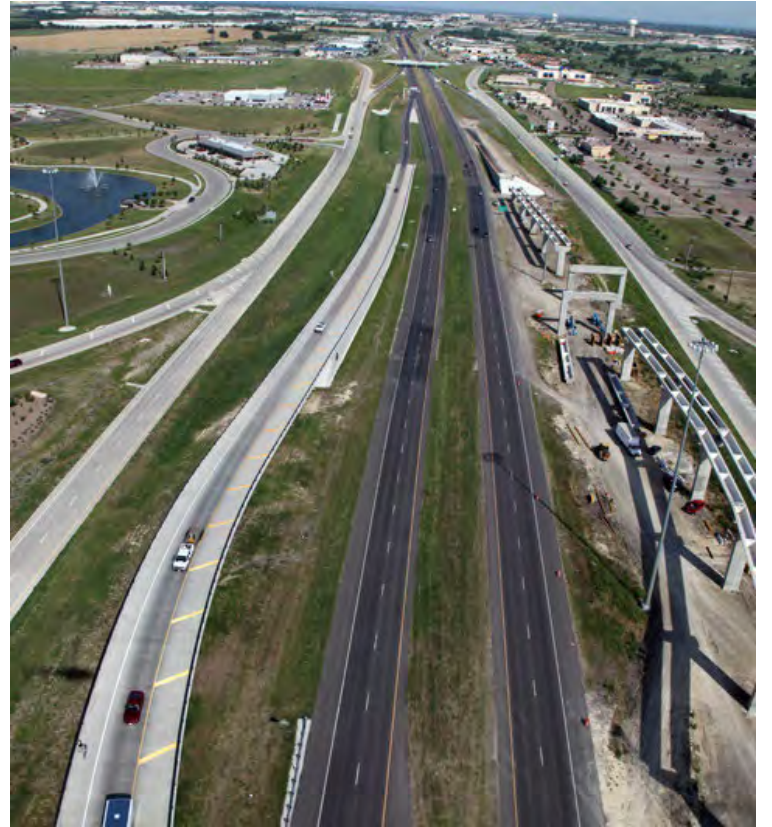
# Today's Action Item

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- **Options**

- Recommend redesignation of the MPO as proposed by the Strategic Planning Work Group recommendations 3 and 4 under Regional Identity
- Modify Recommendation to Policy Board
  - Provide more guidance to Policy Board members regarding redesignation





# Local Fund Creation

Overview & Discussion



# Local Fund Creation

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- Overview:**

- Financed by member entities
  - Potential funding from other sources*
- Used primarily to fund local match for external grants
  - Allows MPO Director to use up to \$10,000 for public outreach, training, and certificate maintenance (expenses not covered by planning funds)*
- TAC recommends Policy Board create Local Fund as proposed by MPO Staff
  - All budget items require 2/3<sup>rd</sup> votes of present members*



# Local Fund Creation

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## Advantages

- Provides readiness for discretionary funds and competitive grants
  - *Unprecedented resources available*
  - *Increases local project feasibility*
  - *Simplifies application process*
- Enables funding of other possibilities as desired by Policy Board
- Shared responsibility for overall regional transportation outcomes

## Disadvantages

- Annual budgetary impact to member cities
- Potential for unequal distribution of benefit across communities
- Effect of future population changes on annual contribution amount



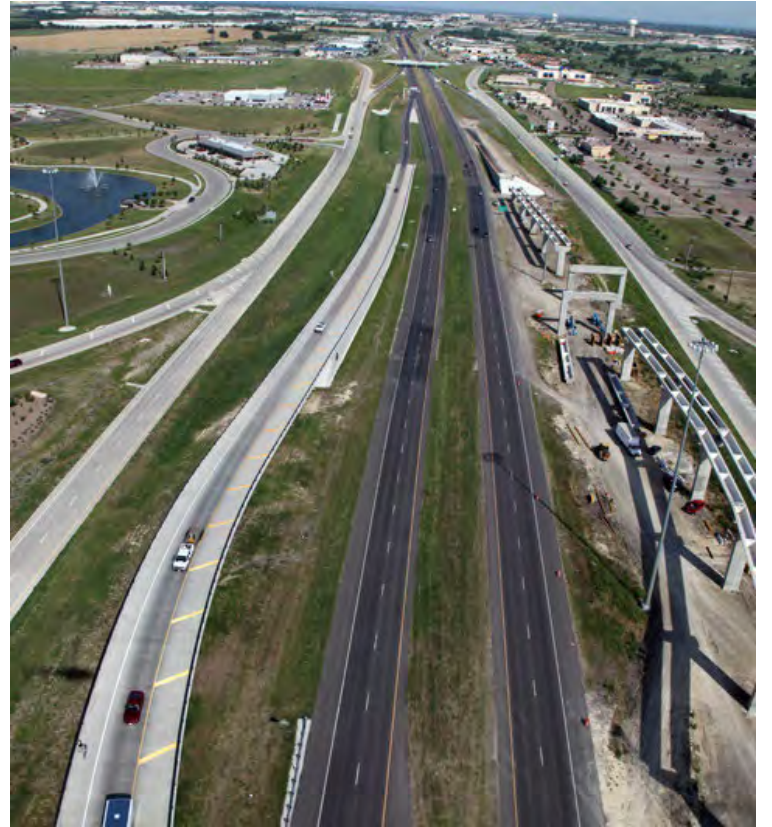
# Today's Action Item

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- **Options**

- Recommend creation of Local Fund as proposed
- Modify Recommendation to Policy Board
  - Provide more guidance to Policy Board members regarding creation of Local Fund





# Carbon Reduction Program

Details and Project Selection Framework



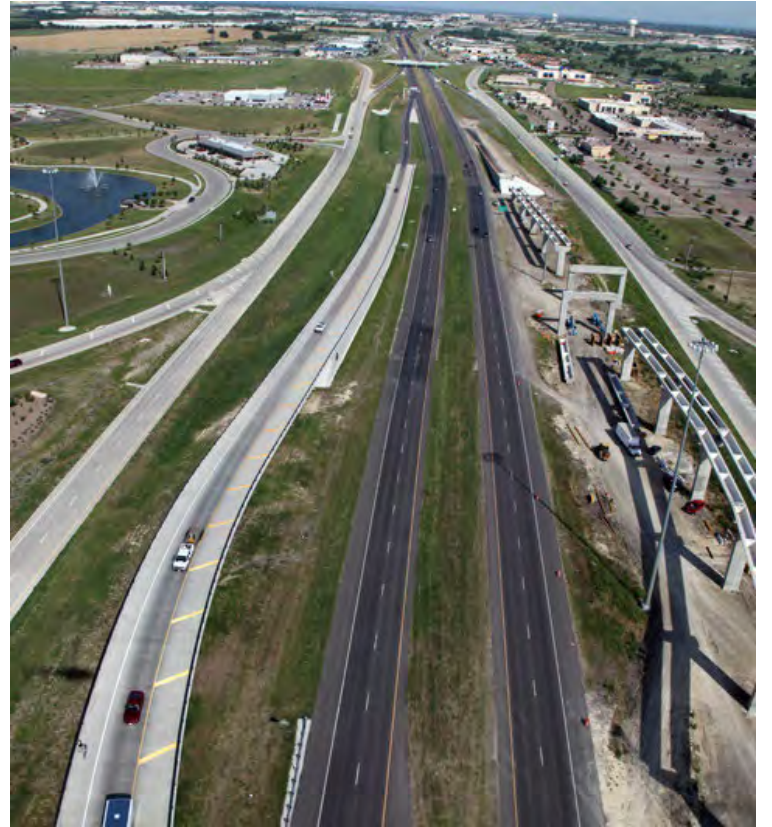


# Carbon Reduction Program

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- Update
  - On October 20, 2022, the Policy Board approved Resolution 2023-#: Adoption of a Carbon Reduction Program project evaluation process
- Today's Discussion
  - Set dates/length for Call for Proposals
  - Decide on the timing for a possible public meeting





# Support for Grant Applications

2023 TxDOT Transportation Alternatives Call for Projects



# TxDOT TA Call for Projects

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- Transportation Alternatives (TA) program call opened on December 2, 2022
  - Preliminary applications are due on January 27, 2023
  - Detailed application information will be posted on or around March 27
  - Applications must have MPO letter indicating intent to include project within Transportation Improvement Program if awarded funding



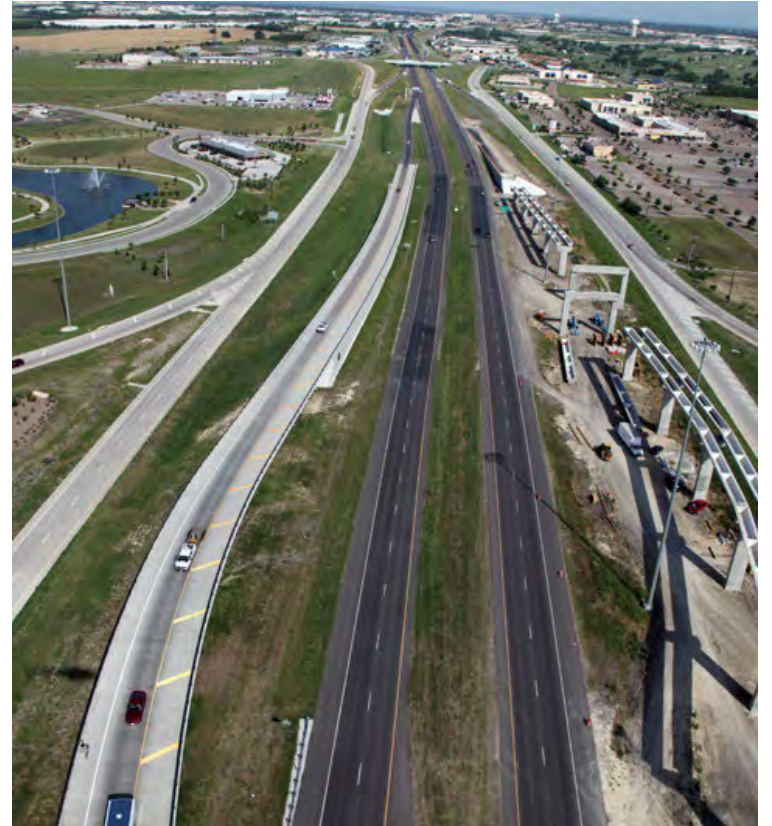
# Today's Action Item

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- Options
  - Recommend authorizing MPO Director to provide support / TIP inclusion letter for all McLennan County Submissions
  - Modify Recommendation to Policy Board





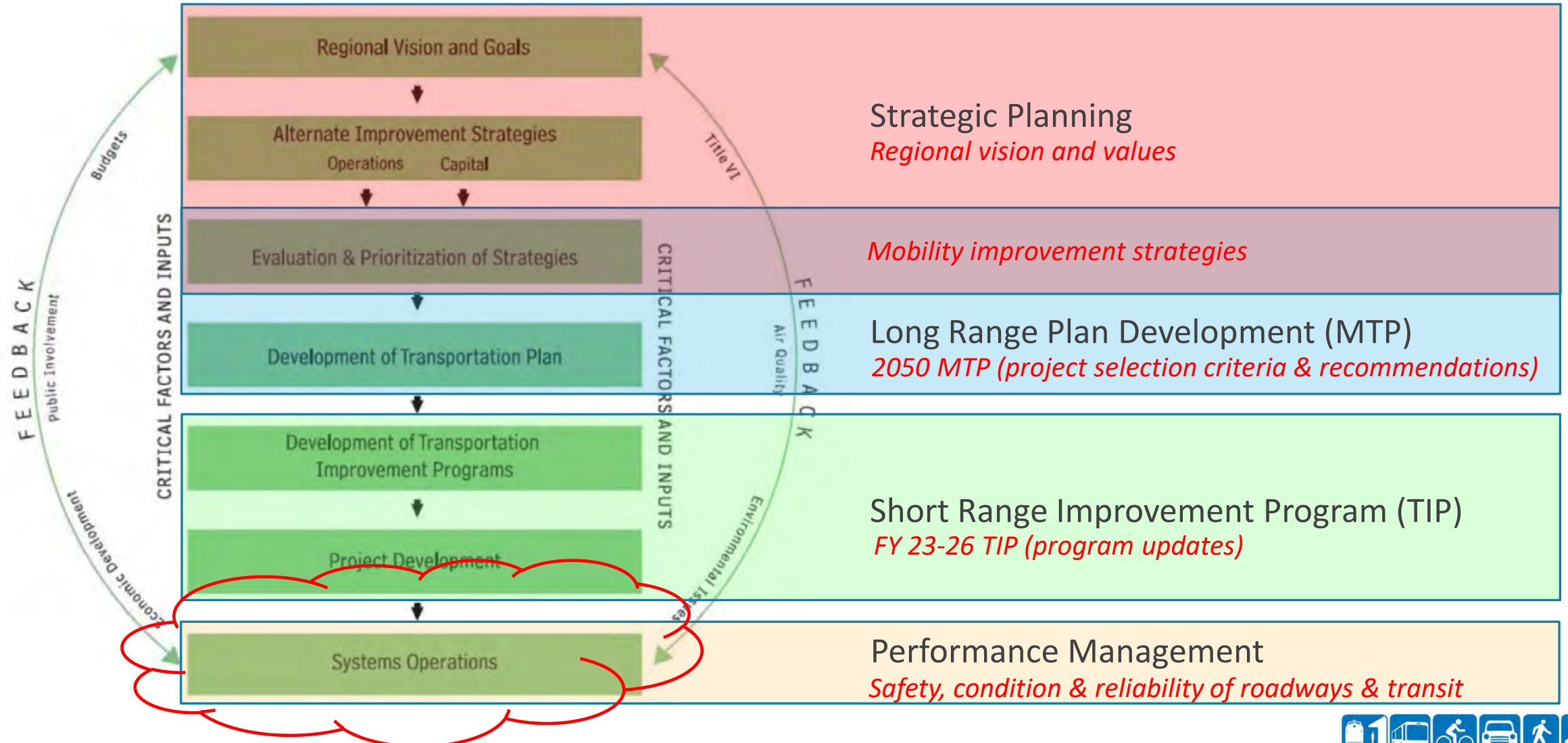


# Regional Performance Targets

Proposed System Performance Targets for Calendar Year 2023



# Performance Measures and Target Setting



Source: The Transportation Planning Process Briefing Book, USDOT

# Public Transportation Asset Condition (TAM) Performance Targets

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- FAST Act Requirements
  - Maintain safe transit networks
    - Asset condition improvements should guide funding prioritization
  - Establish 3 Performance Measures
    - Rolling Stock - % of revenue vehicles that exceed the Useful Life Benchmark (ULB)
    - Equipment - % of non-revenue maintenance vehicles that exceed the ULB
    - Facilities - % of facilities rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale





# Public Transportation Asset Condition (TAM) Performance Targets

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- TAM Target Goals

- Assess condition of regional transit vehicles and facilities relative to an FTA definition of State of Good Repair (SGR)
  - SGR = condition in which a capital asset is able to operate at a full level of performance
- Aimed at improving public capital assets effectively through their entire life cycle
- Assess progress toward meeting targets
  - Some federal dollars must be used to address asset conditions if targets are not met





# 2022 Asset Condition Targets - Recap

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- Waco MPO Supported Waco Transit's 2022 TAM Targets
  - MPO agreed to select a mix of projects that help Waco Transit achieve their asset condition targets
    - Metropolitan Transportation Plan (MTP) & Transportation Improvement Program (TIP)
    - FAST Act requires MPOs to establish regional performance standards and to meet subsequent reporting requirements



# 2023 Transit Asset Condition Targets

## Waco Transit System, Inc.

Service Area	Asset Class	2022 Target for Exceeding ULB	2023 Target for Exceeding ULB	Current Status of November 2022
Urban	Bus	40%	<b>68%</b>	68% of Bus Fleet >= ULB
Urban	Cutaway	25%	<b>67%</b>	67% of Cutaway Fleet > ULB
Urban	Van	0%	<b>100%</b>	100% of Van Fleet > ULB
Urban	Automobile	100%	<b>100%</b>	100% of Auto Fleet > ULB
Urban	Service Vehicle	100%	<b>100%</b>	100% of SV Fleet > ULB
Rural	Cutaway	33%	<b>33%</b>	33% of Cutaway Fleet > ULB
Rural	Van	100%	<b>100%</b>	100% of Van Fleet >= ULB
Rural	Minivan	0%	<b>100%</b>	0% of fleet > ULB
Rural	Automobile	0%	<b>0%</b>	0% of fleet > ULB
Urban	Non-Revenue Utility Vehicle	100%	<b>100%</b>	100% of NRUVs > ULB
Rural	Non-Revenue Supervisor Vehicle	0%	<b>0%</b>	0% of NRSVs > ULB
Facility	Overall Condition Target	2021 Target	2022 Target	2023 Target
Transit Administration & Maintenance Building (2006)	4.4 out of 5.0	12% of elements rated less than adequate	<b>12%</b> of elements rated less than adequate	12% of elements in facility now rated below 3 on TERM condition scale
Transit Intermodal Terminal (2000)	4.4 out of 5.0	12% of elements rated less than adequate	<b>12%</b> of elements rated less than adequate	12% of elements in facility now rated below 3 on TERM condition scale

Adopted by Waco City Council on December 6, 2022

# Public Transportation Safety Targets

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- Federal Goals & Requirements (FAST Act)
  - Better assess & maintain safety risks within transit networks
    - Improve public transportation safety by more effectively and proactively managing internal safety risks
    - Better predict and reduce the frequency of safety events
    - Ensure safety improvements guide funding prioritization
  - Establish Performance Measures
    - fatalities, serious injuries, number of safety events, number of significant mechanical failures
  - Reassess and set performance targets annually

# Adopted 2023 PTASP Safety Targets Waco Transit System, Inc.

**TABLE 6: FIXED ROUTE (BUS) SAFETY PERFORMANCE TARGETS**

Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	4.4	2.6
Rate of Injuries*	0.00058%	0.0000000
Safety Events	3.6	2.2
Rate of Safety Events*	0.00048%	0.0000000
System Reliability	33,980	33,980

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

**TABLE 7: DEMAND RESPONSE SAFETY PERFORMANCE TARGETS**

Measure	Baseline	Target
Fatalities	0	0.0
Rate of Fatalities*	0	0.00000%
Injuries	4.8	1.0
Rate of Injuries*	0.00063%	0.00000%
Safety Events	4.6	2.8
Rate of Safety Events*	0.00061%	0.00000%
System Reliability	39,920	39,920

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

Adopted by the Waco City Council on December 6, 2022





# Roadway Safety Targets

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- Federal Goals & Requirements (FAST Act)
  - Maintain safe roadway networks
    - Safety improvements should guide funding prioritization
  - Establish 5 Performance Measures
    - 1) Number of fatalities
    - 2) Fatalities per 100 million vehicle miles traveled
    - 3) Number of serious injuries
    - 4) Serious injuries per 100 million vehicle miles traveled
    - 5) Number of non-motorized fatalities and non-motorized serious injuries
  - Reassess and set performance targets annually

# TxDOT Statewide 2023 5-Year Average Roadway Safety Performance Targets

Year	Number of Fatalities	Rate of Fatalities*	Number of Serious Injuries	Serious Injury Rate*	Total Number of Non-Motorized Fatalities and Serious Injuries
2019	3,619	1.26	15,858	5.50	2,291
2020	3,874	1.49	14,659	5.63	2,206
2021	4,486	1.70	19,434	7.35	2,628
2022	3,272	1.25	17,539	6.70	2,321
2023 Target	3,159	1.20	17,819	6.77	2,340
Target expressed as a 5-year average	3,682.0	1.380	17,062.0	6.390	2,357.0
*rate per 100 million vehicle miles of travel					

# Proposed McLennan County 2023 5-Year Average Roadway Safety Performance Targets

Year	Number of Fatalities	Rate of Fatalities*	Number of Serious Injuries	Serious Injury Rate*	Total Number of Non-Motorized Fatalities and Serious Injuries
2019	40	1.27	180	5.69	29
2020	35	1.24	187	6.64	29
2021	38	1.28	273	9.18	40
2022	42	1.40	211	7.05	32
2023 Target	41	1.34	214	7.12	32
Target expressed as a 5-year average	39.1	1.307	213.1	7.137	32.5
*rate per 100 million vehicle miles of travel					

# Supporting TxDOT's Statewide Roadway Safety Targets for 2023

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- What will it take to achieve zero fatalities by 2050?
- Need to tackle this issue nationally, statewide, and regionally/locally (engineering, policies, programs, education campaigns, etc.)
- Examples of Waco MPO Efforts to Support Statewide Targets
  - Set regional vision and values through strategic planning process and in preparation for next MTP cycle
  - Develop project selection criteria specifically aimed at reducing fatalities and serious injuries for all modes
  - Modal choices, travel time, land use connections, crash hot spots, etc.
  - Plan and program projects in MTP and TIP that contribute to accomplishment of statewide targets.
- Examples of Waco MPO Efforts to affect safety at local level
  - MPO Application for Safe Streets and Roads for All (SS4A) Grant
  - Participation in the TxDOT Safety Task Force
  - Development of an MPO Safety Plan (\$50,000)



# Supporting TxDOT's Statewide Roadway Safety Targets for 2022

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- Example of Statewide Effort: TxDOT Safety Task Force
  - Texas Transportation Commission, TxDOT Districts and Divisions, 7 MPOs
  - Task force will help to identify short-term plans for funding investments, and long-term plans to identify funding sources, establish measures of effectiveness, and describe incentives, with the goal of reducing deaths on Texas roadways
  - \$50,000 available for MPO Safety Plan
- Example of National Efforts
  - US DOT National Roadway Safety Strategy
  - New rules and criteria for awarding federal grants will be rolled out over the next few years
  - IIJA formula / competitive grants

# 2023 Regional Performance Targets

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- Should the Waco adopt Waco Transit's 2023 public transportation asset condition targets for the Waco Metropolitan Area?
- Should the Waco MPO support Waco Transit's 2023 safety targets for the Waco Metropolitan Area?
  - Adopted by the City of Waco on December 6, 2022, established in Waco Transit's Public Transportation Agency Safety Plan (PTASP)
- Should the Waco MPO support TxDOT's 2023 statewide roadway safety targets for the Waco Metropolitan Area?

# 2023 Regional Performance Targets Public Input and Adoption Process

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- Public Input
  - Public Comment Period conducted January 23 – February 2, 2023
  - Public Meeting – January 30 at 12:00 Noon
  - Formal comments solicited
- Technical Advisory Committee (TAC) Consideration
  - TAC Meeting – February 2, 2023
    - Consider public input
    - Consider MPO Staff Recommendation



# National Electric Vehicle Infrastructure Plan

Update & Discussion



# National Electric Vehicle Infrastructure

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- Update from MPO Director
- Discussion
  - Considering equitable and appropriate charging station project prioritization
  - Additional FHWA guidance forthcoming



# TxDOT Waco Area Project Updates

Building the Texas Transportation System



November 3, 2022



- **Waco ADA Project**

**ROADWAY:** US 84

**COST:** \$9,930,693.78

**LIMITS:** Centerpoint Dr to FM 933

**SCOPE:** Install sidewalk and upgrade signals

**TIMELINE:** Est. Completion Early 2023

- Installing new signal components throughout the project. Will continue transferring to new signals.
- Will complete work at intersections once old signals removed.
- Working on culvert extensions at Waco Creek



- **SH 31 Overpass**

**ROADWAY:** SH 31

**COST:** \$11,321,680.00

**LIMITS:** At FM 939

**SCOPE:** Construct overpass and widen FM 939

**TIMELINE:** Est. Completion Summer 2023

- Continuing work on both new mainlane bridges and embankment
- Continuing intersection and widening work along FM 939 to the south of SH 31





- **Spring Valley Widening**

**ROADWAY:** FM 2113

**COST:** \$15,387,558.27

**LIMITS:** From Sun Valley to Hewitt Dr

**SCOPE:** Adding Turn Lane, Shoulders, and Drainage

**TIMELINE:** Anticipate Fall 2024 Completion

- Continuing permanent drainage and pavement construction on east side of roadway between Sun Valley and Old Temple
- Continuing bridge widening at Castleman Creek
- Expect to move traffic to detour pavement between Old Temple and Hewitt Dr in early 2023.



- **SH 6 Mall to Mall**

**ROADWAY:** SH 6

**COST:** \$54,894,543.25

**LIMITS:** Bagby Ave to US 84

**SCOPE:** Widen freeway, construct frontage road bridges, and reconfigure ramps

**TIMELINE:** Est. Completion End of 2023

- Continuing work on new frontage road bridges and retaining walls at Beverly crossing
- Upcoming traffic switches in January/February
  - Open new EBFR bridge at Beverly and close Bagby exit
  - Move WBML traffic to WBFR bridge at Beverly
- Continuing work on new uturns and bridges at crossing near Depot Dr.
- Continuing concrete paving at WB-EB turnaround at Bagby. Anticipate opening by early 2023.



- **IH 35 4B**

**ROADWAY:** IH 35

**COST:** \$341,215,000.00

**LIMITS:** Loop 340 to 11<sup>th</sup>/12<sup>th</sup> St

**SCOPE:** Widen Freeway from 6 to 8 lanes

**TIMELINE:** Project Completion Spring 2023

-Continuing sidewalk, flatwork, landscape, etc throughout project. Expect to complete by end of February

-Currently anticipate majority of electrical work (signals, illumination, etc) to be complete by end of January. Allows for signals to be activated and opening of 11<sup>th</sup>/12<sup>th</sup> St.

-Continue working on punchlist items in to Spring.



# Questions?

Contact TxDOT for a copy of this presentation:

**Jake Smith, Public Information Officer**

[jacob.smith@txdot.gov](mailto:jacob.smith@txdot.gov)

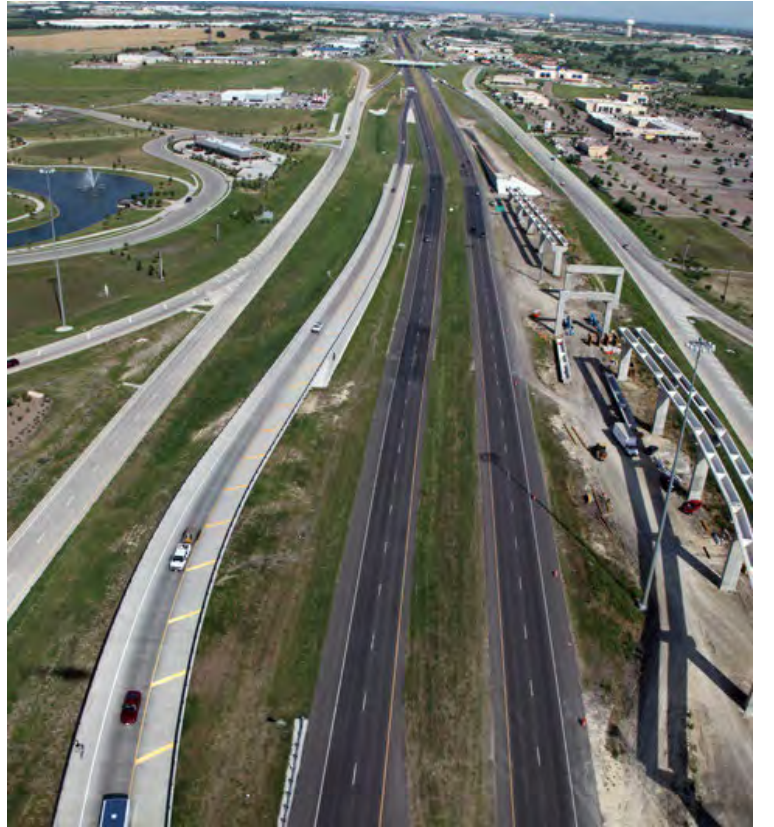
**(254) 867-2836**

# TxDOT Waco Area Project Updates

Building the Texas Transportation System







# Monthly Business

Work Group Updates, MPO Monthly Report, Announcements



# Work Group Updates

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- Citizen's Participation Work Group
- Bike & Pedestrian Work Group – Meg Wallace
- Connected and Automated Vehicles Work Group
- Mobility, Land Use, and Transportation Work Group



# MPO Monthly Report

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- Membership Update
- Organizational Update



# Announcement: Call for Proposals - TXDOT

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- <https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html>
- 2- Step Process
  - Preliminary Application (high level project information) due on January 27, 2023
  - Detailed Application (Step 2) to be posted on or around March 27, 2023
- TxDOT 2023 call for projects workshop recordings are available





# Announcements

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- Next TAC Meeting
  - Thursday, February 2, 2023
- Next Bike & Pedestrian Work Group Meeting
  - Wednesday, February 15, 2023
- Convene Connected and Automated Vehicles Work Group
  - Thursday April 19, 2023
- Request for Agenda Items for Future Meetings



# Contact Us

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Phone: (254) 750-5650

Email:

[mpo@wacotx.gov](mailto:mpo@wacotx.gov)

Website:

<https://www.waco-texas.com/cms-mpo/>







# Waco MPO Technical Advisory Committee Meeting

Thursday, January 5, 2023 2:00 PM

