connections 2045: the waco metropolitan transportation plan amendment 2



developed by the waco metropolitan planning organization in cooperation with the following agencies:









adopted by the waco MPO policy board: june 17, 2021

amendment 2: june, 2021

purpose and need for amendment

In April of 2021, two funding awards were made by the Texas Transportation Commission for regionally significant bicycle and pedestrian projects using Transportation Alternative Program funds. The first project was for the full extent of the MKT Trail which was identified within the original adoption of the MTP (Priority 5 within Strategy 4) and thus does not require further modification. The other project was a reevaluation of the N 18th / N 19th Street road diet project (Priority 1 within Strategy 4) which subsequently modified the original project limits and scope of work.

This amendment specifically identifies the modifications for this project and updates the project limits, scope of work, cost, and funding sources to ensure consistency with Commission actions and project programming within the 2021-2024 Transportation Improvement Program.

project funding awards

On April 29, 2021 the Texas Transportation Commission, through Minute Order 116003, awarded Transportation Alternatives Program funding to the aforementioned bicycle and pedestrian project applications submitted by the City of Waco. The estimated costs identified within the MTP for the MKT Trail were consistent with the project award from TxDOT and thus do not require MTP modification. Table A1-1 identifies the additional funding award for the N 18th / N 19th Street project. Note that the TAP program award only provides funding for a subset of the total project cost. Officially this subset of the project is referred to as the Cedar Ridge Sidewalks Project. The remainder of the project is forecast to be funded through non-federal funds prior to 2030.

table A1-1 –bicycle and pedestrian program award for Cedar Ridge Sidewalk project

Funding Category	Award
Transportation Alternatives	\$1,666,320
Non-Federal Local Match	\$416,580
Total	\$2,082,900

project recommendation

strategy 4: improve regional livability

short term priorities (2020 to 2030)

Priority 1

Project ID: L-016

Note: This is a modification of a previously identified priority within the original MTP adoption. The priority and scoring for this project have not changed.

Facility: North 18th & North 19th Streets

Revised Extent: Live Oak Ave to Lake Shore Dr

Current: 4 lane arterial with center turn lane

Revised Scope of Work: 1) Conduct Road Diet to create 2 lane arterial with center turn lane and bike

lanes

2) Construct on- and off-road facilities for bicycles and pedestrians along N 19th St between Lake Shore Dr and Park Lake Dr

3) Construct continuous sidewalks on both sides from Park Lake Dr to Live Oak Ave

Purpose and Need: 1) Current and future traffic volumes do not

require 4 lanes of capacity and reduced number of lanes should reduce traffic speeds to a more appropriate level.

2) Provide safe bicycle and pedestrian facilities along corridor.

3) Reconstruct existing pavements which need repair.

Project Scoring: Good Repair: 80

Safety: 60
Efficiency: 0
Livability: 79
Freight / Econ Dev: 35
Equity: 60
Total Score: 314

Fiscal Constraint: TAP: \$1.6

Safety: \$1.0 Local: \$5.1 Bike / Ped: \$1.0

Work Phase	Cost
Engineering	\$0.8
Right of Way	\$0.0
Construction	\$7.9
Total	\$8.7

summary of recommendations

the following summary tables have been updated to include the additional funding for this amendment.

table A1-2 – total additional costs of plan recommendations by strategy

Strategy	Short Term Cost*	Percent of Amendment	
1 - State of Good Repair	\$0.0	0.0%	
2 - Safety	\$0.0	0.0%	
3 - Efficiency	\$0.0	0.0%	
4 - Livability	\$2.0	100.0%	
5 - Mobility	\$0.0	0.0%	
6 – Equity	\$0.0	0.0%	

Total Plan \$2.0	100.0%
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^{*}In Millions

table A1-3 – total additional costs of plan recommendations by transportation mode

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Mode	Short Term Cost	Percent of Amendment			
Highway	Highway \$0.0				
Public Transportation	\$0.0	0.0%			
Bicycle	\$1.0	50.0%			
Pedestrian	\$1.0	50.0%			
Passenger Rail	\$0.0	0.0%			
Total Plan	\$2.0	100.0%			

^{*}In Millions

table A1-4 – total costs of plan recommendations by strategy after amendment

Strategy	Short-Term Cost*	Long-Term Cost*	Total Cost*	Percent of Plan
1 – State of Good Repair	\$467.1	\$771.9	\$1,239.0	55.4%
2 - Safety	\$38.4	\$20.7	\$59.1	2.6%
3 - Efficiency	\$33.5	\$64.1	\$97.6	4.4%
4 - Livability	\$44.2	\$7.4	\$51.6	2.3%
5 - Mobility	\$202.9	\$348.3	\$551.2	24.6%
6 – Equity*	\$89.6	\$148.8	\$238.4	10.7%
Total Plan	\$873.7	\$1,361.2	\$2,234.9	100.0%

^{*}In Millions

