

connections 2045: the waco metropolitan transportation plan amendment 3



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



adopted by the waco MPO policy board: may 19, 2022

amendment 3: May 2022

purpose and need for amendment

Addition of Transit Safety Targets

The Waco MPO's long-range transportation plan and short-range implementation programs (MTPs and TIPs) are required to demonstrate a performance-based decision process that ties back to performance targets. MPOs are required to reference the safety performance targets and Agency Safety Plans in their MTPs updated or amended after July 20, 2021. This MTP amendment updates section 5.2.5 of the MTP to include the performance targets used in assessing the performance of the transportation system for transit safety.

Revisions to Short-Term Priorities in Strategy 5

The project extent, scope of work, and cost for Project ID: S-039A-2 (Priority 3) has been modified to reflect the refined project design.

The IH-35 breakout projects (Project IDs: S-022J and S-022H), which were included as short-term Priorities 7 and 8, have been removed because they are no longer applicable.

Revisions to Long-Term Priorities in Strategy 5

The McGregor bypass project (Project ID: L-029 and Priority 15) scope of work and extent have been modified. The purpose of the project is to construct a bypass loop to allow freight traffic to travel between US 84 and the industrial park, and bypass McGregor's downtown and schools.

revisions to section 5.25 – transit safety

The PTASP rule outlines the process for State DOTs, MPOs and transit operators to establish and report their transit safety targets, and the process FTA will use to assess whether transit systems have met or made significant progress toward meeting their transit safety targets. The final rule became effective on July 19, 2019 and requires transit providers to have their certified agency safety plans in place and share their required safety performance targets with their MPO no later than July 20, 2020.

Waco Transit is the only public transportation operator within the Waco Region. Waco Transit initially adopted its PTASP on June 16,

2020 and is required to reassess these targets annually. A sizable portion of the PTASP involves internal operational practices that are not part of the transportation planning process. The portion of the plan relevant to the MPO are targets regarding fatalities, serious injuries, number of safety events and significant mechanical failures for both fixed route and demand response services. Below are the MPO relevant targets identified within the adopted PTASP (5-year averages):

table A3-1 – 2022 PTASP performance targets

Target Metric (5 Year Averages)	Fixed Route	Demand Response
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	2.6	1.0
Rate of Injuries*	0.00000323	0.00000221
Safety Events	2.2	2.8
Rate of Safety Events*	0.00000273	0.00000620
Mean Distance Between Mechanical Failures	14,123 miles	12,409 miles

revisions to strategy 4: improve regional livability

guiding principle 4: preserve regional air quality and environmental standards

Many of the recommendations of Strategy 4 are focused on expanding options for non-motorized modes. TxDOT allows the grouping of certain bicycle and pedestrian projects, including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.), as well as Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs). This is similar to how preventative maintenance and rehabilitation projects, and safety projects, are treated.

Additionally, while there are several stand-alone projects for bicycle and pedestrian infrastructure, many municipalities set aside additional resources for smaller bike / pedestrian projects. Table 7.7 estimates the resources regional municipalities set aside for such projects, which would likely be eligible for project grouping.

revisions to project recommendations

strategy 5: address demand for future mobility

short term priorities (2020 to 2030)

Priority 3

Project ID: S-039A-2

Note: This is a modification of the project extent, scope of work, and cost for a previously identified priority within the original adopted MTP. The priority and scoring for this project have not changed.

Facility: Spur 298 (Franklin Ave)

Extent: US-84 to New Road (Cheddar's Dr)

Current: 4 lane hybrid arterial with frontage roads

Scope of Work: 1) Reconstruct New Road interchange
2) Add dual left turn and u-turn lanes
3) Remove existing main lanes
4) Convert existing frontage roads to proposed main lanes

Purpose and Need: Address unacceptable traffic conditions forecasted for 2045 for both Spur 298 and New Rd.

Project Scoring: Good Repair: 10
Safety: 0
Efficiency: 25
Livability: 56
Freight / Econ Dev: 65
Equity: 40
Total Score: 196

Fiscal Constraint: Mobility: \$38.1

Work Phase	Cost
Engineering	\$1.7*
Right of Way	\$0.6
Construction	\$36.4
Total	\$38.1

*Phase complete or underway

long term priorities (2031 to 2045)

Priority 15

Project ID: L-029

Facility: McGregor Bypass

Extent: US 84 west of McGregor to US 84 east of McGregor (Windsor Rd)

Current: No Existing Facility

Scope of Work: 1) Construct two lane State Loop
2) Construct overpass across BNSF RR
3) Install traffic signals at SH 317 and US 84

Purpose and Need: 1) Provide alternative connection for freight destined for McGregor Industrial Park from US 84 instead of through Downtown McGregor.
2) Connection permits oversize loads to bypass RR overpass with substandard vertical clearance on US 84.

Project Scoring: Good Repair: 0
Safety: 0
Efficiency: -25
Livability: -25
Freight / Econ Dev: 73
Equity: 40
Total Score: 63

Fiscal Constraint: Mobility: \$43.5

Work Phase	Cost
Engineering	\$2.0
Right of Way	\$1.5
Construction	\$40.0
Total	\$43.5*

*Preliminary Estimate

summary of recommendations

The follow summary tables have been updated to reflect the changes made in this amendment.

table A3-2 – changes to total costs of plan recommendations by strategy

Strategy	Short Term Cost*	Long Term Cost*	Percent of Amendment
1 - State of Good Repair	\$0.0	\$0.0	0.0%
2 - Safety	\$0.0	\$0.0	0.0%
3 - Efficiency	\$0.0	\$0.0	0.0%
4 - Livability	\$0.0	\$0.0	0.0%
5 - Mobility	-\$53.4	\$0.0	100.0%
6 - Equity	\$0.0	\$0.0	0.0%

*In Millions

table A3-3 – changes to total costs of plan recommendations by transportation mode

Mode	Short Term Cost*	Long Term Cost*	Percent of Amendment
Highway	-\$53.4	\$0.0	100.0%
Public Transportation	\$0.0	\$0.0	0.0%
Bicycle	\$0.0	\$0.0	0.0%
Pedestrian	\$0.0	\$0.0	0.0%
Passenger Rail	\$0.0	\$0.0	0.0%
Total Plan	\$0.0	\$0.0	100.0%




*In Millions

table A3-4 – 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	56.5%
2 - Safety	\$38.4	\$20.7	\$59.1	2.7%
3 - Efficiency	\$33.5	\$64.1	\$97.6	4.5%
4 - Livability	\$44.2	\$7.4	\$51.6	2.4%
5 - Mobility	\$149.1	\$356.3	\$505.4	23.1%
6 - Equity	\$89.6	\$148.8	\$238.4	10.9%
Total Plan	\$821.9	\$1,368.2	\$2,191.1	100.0%

*In Millions

Revisions

-  Revised Project Extent*
-  Removed from MTP
-  Strategy Priority

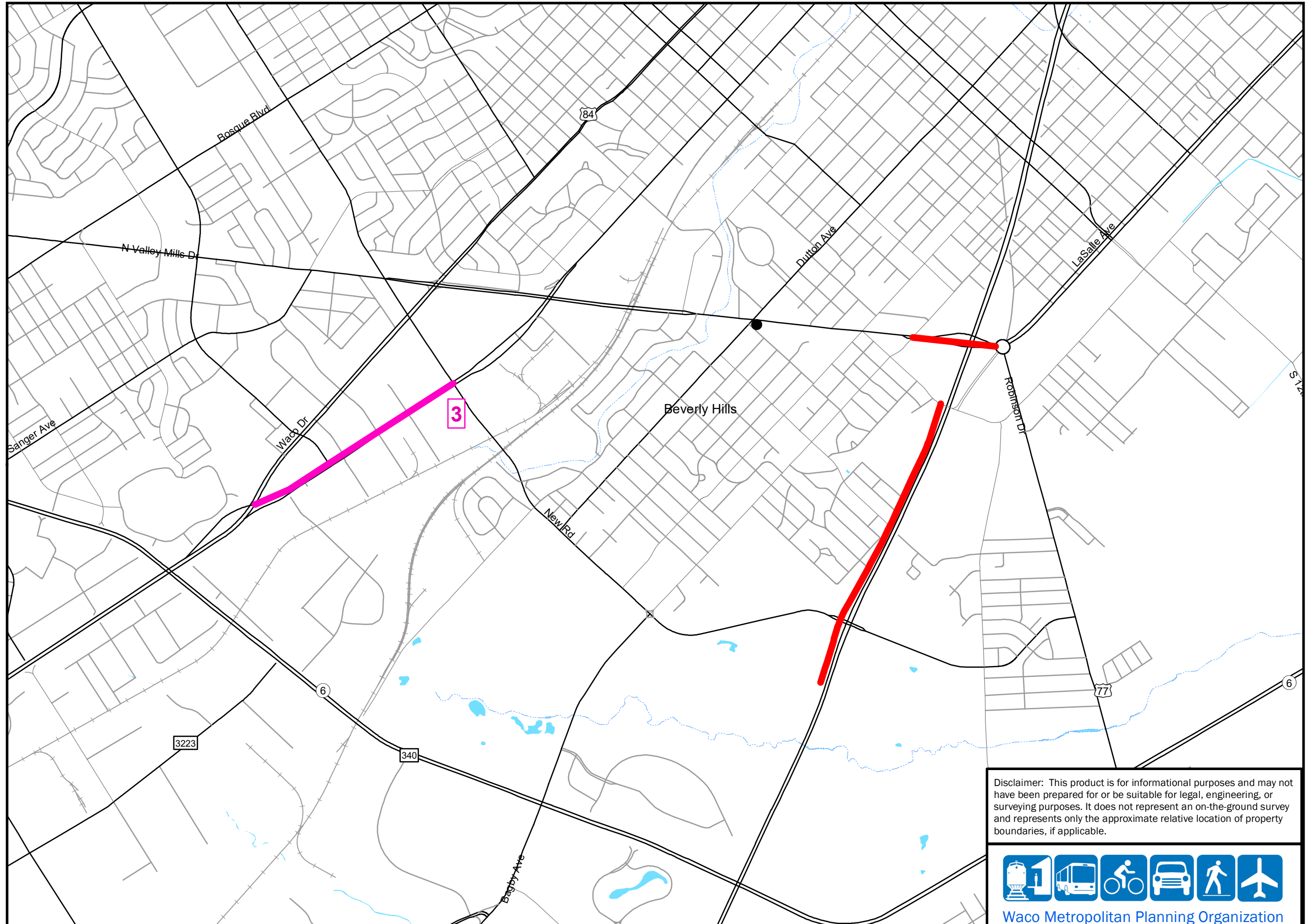
*McGregor State Loop project not shown; location is to be determined.



0 0.25 0.5
Miles

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Map A3-1
Revised Project Recommendations
Strategy 5



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Waco Metropolitan Planning Organization