

# appendix c: comments & feedback from the public

## comments from MTP kickoff meetings – may, 2019

Hi,  
After reading the article in today’s paper, I was curious if other stretches of road are considered for updating.

I live off of Hillcrest, between MacArthur and 41st. That stretch of street all the way to New Road is hazardous due to the curve, lane allocation and commuter’s speeds. It is also an excellent bike corridor connecting North and West Waco.

Is there a consideration for this stretch of street? Possibly something like a road diet or overhaul along with sidewalks added on at least one side.

If not, how would I go about requesting an evaluation of this street?  
Thank you  
Addison Nelson  
2401 cedar ridge road  
Waco TX

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Dear Waco Metropolitan Planning Organization--  
I would like to comment on the importance of electrification of mass transit in the fleet governed by the MPO. On review of the current draft report, I did not find mention of this issue, although it is possible I missed this in study of such a large document.

The benefits of E-buses are multiple and very important. The following are my observations:

- E-buses are readily available, manufactured by BYD, Proterra, and New Flyer Industries. Since Waco is relatively flat, it is almost certain an E-bus would have adequate performance to satisfy the City requirements.

- Proterra buses have range which measure 79 up to 276 miles, depending on the bus model. I suspect one of the models would cover a daily distance requirement.
- The health benefits of E-buses are significant: they lack the tailpipe pollution which contributes to asthma, heart disease, lung disease, COPD, and cancer. Hundreds of thousands of Americans die annually due to the burning of fossil fuels.
- The environmental impacts are also important. I have monitored the air quality index in Waco this spring and noted that most days are not "Good" quality but are usually "Moderate." At least one day this spring was "unhealthy for sensitive groups." Obviously E-buses would contribute to cleaner air.
- Noise pollution can be severe with diesel buses, but is eliminated with E-buses. Noise pollution may contribute to negative health outcomes.
- Funding assistance for E-buses may be found in Federal, State, and private sources. I have seen such opportunity on the TCEQ website.
- Cost of E-buses remains one area of difficulty. Although the base price is higher than diesel buses, when the savings in fuel and maintenance costs are included, many are finding the lifecycle costs of E-buses are equal to or cheaper than that of diesel buses. For example, the city of Greensboro purchased E-buses and found it would save \$30,000 per year for each rechargeable bus.

Therefore, we strongly recommend that the MPO include in its 2045 Report, the need for electrification of Waco Transit buses and cars. Second, we strongly recommend that when each bus or car is retired from service, a proposal is obtained for an E- vehicle. In addition to buses, long range, affordable E-cars are now available from Tesla, Chevy, Nissan, Hyundai, and Kia. Third, to provide propulsion for these vehicles we recommend the City be certain it has adequate charging facilities. E-cars and E-buses represent the future of land transportation. We strongly recommend the City of Waco begin the necessary conversion of EVs as soon as possible.

Thank you.  
Sincerely,  
Alan D. Northcutt, MD  
Director

Waco Friends of Peace/Climate

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It is taking a little longer than I planned to send you a good map that shows the new alignment on FM 2837 without the overpass. It will come to you shortly. It is basically the same alignment as was used for the overpass. There was a time limit for TxDot to fund the overpass, or some of the right of way would revert. The time has mostly lapsed and we do not anticipate any funding in the time remaining. Thanks for your help.

Attached is the location map for the two crossings planned for removal for the new crossing.



R.E. Wallace, PE, RPLS  
Senior Vice President

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The urgency to switch to renewable energy transport is immediate. Please consider our plea!

Bruce Huff  
712 Stoneridge Drive  
Hewitt, Texas 76643

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Please include the E Bus system to our existing Waco Transit system to ensure a future for us all. Thank you for your time and consideration.

Christie Sparks Moore  
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I am a long-time resident of Waco and have lived here before Franklin Avenue and Washington we’re one-way streets. Now that we are getting more and more people and new people in Waco why should we change everything the way it was before just to suit them changing Franklin Avenue to 2 Way St. would be a critical error by the city. Franklin Avenue is not wide enough to make it into a Chewase Street especially if you’re considering putting in sidewalks and this new scooter lane or bike lanes. If you think Frank and I have a new is congested now if you put it in it’s a 2 Way St. it will be absolutely awful and it will make it impossible for anybody to go downtown or even want to go downtown.

James Jasek  
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First thing - Thank you for publicizing the plans for the city/county road construction and for asking for resident input. Please take the following suggestions into consideration as plans and budgets are put into place. I have listed the items in priority order:

1. Stop light with turn arrows at Tree Lake Street and China Spring Highway FM 1637. Traffic is heavy and between 7 a.m. and 8 a.m. when parents are taking children to China Spring Elementary, it takes up to 15 minutes to turn left from Tree Lake onto 1637. Traffic is extremely heavy between 4:30 -5:45 as well, and turns are difficult to make.
2. Stop light with turn arrows at FM 185 and FM 1637 China Spring Highway. Traffic is heavy and once again between 7 a.m. and 8 a.m. when parents are taking children to China Spring Middle School and CS High School it can take ten minutes or more to make a left turn. Traffic is extremely heavy between 4:30 -5:45 as well, and turns are difficult to make.
3. Stop with turn arrows at FM 1637 China Spring Highway and Bob Johnson. Traffic is heavy and once again between 7 a.m. and 8 a.m. when parents are taking children to China

Spring Elementary School, it can take ten minutes or more to make a left turn. In fact, every morning and many afternoons, China Spring ISD place a security officer to direct traffic. Traffic is extremely heavy between 4:30 -5:45 as well, and turns are difficult to make. All of these stop lights will save lives and save time. It is a heavily populated area, and many teenagers will be driving themselves and their siblings to/from school and school activities. Let's try to save lives.

4. Paving a road and building a bridge between Flat Rock Road and FM 933 to allow better access to/from I-35 from the China Spring area.

Once again, thank you for consideration of these suggestions. I pick up children at the China Spring schools daily, and traffic needs some lights for safety reasons.

Thanks,  
Jamie Stanford

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Dear Metropolitan Planning,

I have lived in China Spring since 2005 and in the Tree Lake Ranch subdivision since 2011. It’s no secret that there has been a lot of growth out here with all the new subdivisions coming in. I hope you can consider adding a traffic light at the intersection of Tree Lake and China Spring highway. This particular intersection is extremely dangerous at all times, but more specifically in the morning while taking children to school. I have included a picture below that best represents how I feel when making a left hand turn onto CS Hwy from Tree Lake.

Justin Clark  
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To whom it may concern,

I've been a resident of China Spring since 1991. I believe a road connecting us to I-35 through Ross is long overdue. Also, hopefully it would cut commute time to the Gholson area. The impact of this is huge for our community allowing us ease of access and potentially bringing more commerce to this area. Thank you kindly for your consideration.

Thank you,  
Lori Romero  
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I saw the article in the Waco Trib, and I wanted to give some opinions of some of the considered changes to the roads around the Waco area.

I live right off of the Tree Lake Rd/Flat Rock Rd intersection in China Spring area, and I have for approximately 10 years. Due to the increase in housing in that area, the traffic has increased tremendously. The roads were not designed to handle that much traffic. There is a high amount of traffic that moves at a pretty high speed at the intersection of Tree Lake & Flat Rock. Also, due to an increase in housing the China Spring area in general, the traffic on China Spring Highway (FM 1637) gets backed up, especially between 7 a.m. and 8 a.m. in the mornings making it very hard to deliver multiple kids to school and make it to work on time. There are very few traffic lights in the area. However, due to the increase in traffic, I think that a light on the corner of Tree Lake & FM1637 would be very beneficial to residents. The traffic on China Spring Highway (FM1637) is fast moving for a long stretch around the intersection at Tree Lake. It makes it very difficult and unsafe for residents to try to take a left onto China Spring Highway (FM 1637). If residents go to the light on Flat Rock and China Spring Highway (FM1637) it adds more congestion to the road, in general, and it increases commute times by 10-15 minutes in the mornings. While there is consideration of a redesign of the Tree Lake Rd/Flat Rock Rd area, I think that consideration of a light would be helpful as well.

Also, I think a connector to I35 from China Spring would be great. Currently, there are really only two ways in and out of China Spring – State Hwy 185 and China Spring Highway. This adds to the traffic and congestion. I feel that a connector to I35 would help eliminate some traffic and congestion which would make the roads safer. However, I do think that since most people who live in the area work in Waco, it would be more helpful if the connector was slightly closer to Waco than Ross. But, I think the creation of any type of additional outlet to the area would be helpful.

Thanks for your consideration of these changes to the roads.



Lynzee Clark, MS, RD, LD

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Dear MPO Director Evilia: Please consider extending a turn lane to allow entrance to the Trails of Oak Ridge Subdivision off of Highway 84 when traveling from east to west. The turn lane that exists near the subdivision entrance turns about 100 yards short of the entrance and only allows a U-turn. Currently a person traveling west from Waco towards McGregor must go .5 miles past the subdivision entrance and do a u-turn into oncoming 70 mph traffic. This is a safety issue, especially with the growth of the subdivision that now includes well over 100 homes and is still building. The increase in traffic on Highway 84 also makes the current arrangement a danger. Thank you for your time and consideration.

Sincerely,  
Mark A. Henry, D.Min.  
Chaplain (LTC), US Army (Retired)  
Adjunct Professor, Central Texas College  
237 Woodhaven Trail, McGregor, TX 76657

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Good Day,

Thank you for putting forward a comprehensive draft plan for Waco-area transportation needs through 2045. I have reviewed the public materials and agree with the proposed plan. I note one omission in the proposed plan is the electrification of the city bus fleet. With the city transitioning to a rapid transit model, I believe the time is right to incorporate eventual electrification into that plan. As we look out to 2045, prices between internal combustion and battery-electric may be approaching parity. A transition to electrification for mass transit would reduce airborne pollution around bus routes along with potentially lowering maintenance costs. The Waco area already struggles during Summer months to meet ozone requirements, and reducing the share of internal combustion power plants on the road would serve to help with this struggle.

Thank you for your consideration,

Matt Helton  
Hewitt, TX

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Attached is an aerial pic with an overlay showing the general layout of where FM 2387 would cross the railroad tracks. The proposed crossing and proposed abandoned crossing areas are shown within red circles. Michael W. Cox, P.E.  
Sr. Project Manager



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Chris,

My wife and I moved to Waco in August, 2015, from Arizona. While in Arizona, I was engaged in with a couple different consulting firms and worked for the past several as Senior Transportation Planner in the Phoenix office of an engineering and architecture firm. In my most recent position, I had the opportunity to work on several conceptual planning projects involving the Michigan Indirect Left-Turn intersection treatment (also referred to by FHWA as the Median U-Turn or MUT). I developed a few conceptual schematic plans for several different intersections in Arizona and California as part of the professional development and planning activities of the office. I am now semi-retired, working 15 to 20 hours per week on various assignments, as requested by the Phoenix office.

Due to my experience with this intersection treatment, its operation, and safety aspects, I frequently exercise this type of maneuver and

intersections here in Waco. During some down time, when I am in retirement mode, I have busied myself for my own satisfaction and possibly as a contribution to Waco with designs for various intersections in the metropolitan area, where a MUT potentially could be beneficial. Interestingly, the New Road/Franklin intersection and a couple others I saw as a bit of a challenge to negotiate, which provoke me to create some conceptual MUT plans. I sent a couple intersection schematics to Councilman Jim Holmes, Waco City Council District 5, in September, 2017. His response indicated he would pass them along to you, noting also that the US-84/Speegleville Road interchange was too far along for any new suggestions.

In the Waco-Trib article I read this morning, titled 'Michigan Left' could be fix for congested New Road, Franklin intersection, I noted this intersection treatment has achieved the level of a recommendation for implementation versus the planned full-blown, grade-separated interchange. I would heartily agree with this recommendation. In fact, the New Road/Franklin intersections is one of those for which I have created a conceptual design (please see attached drawings). Although I am not an engineer, I have worked side-by-side with engineers during transportation and community planning studies over the past 46 years. During this time, I have accumulated a great deal of knowledge and understanding regarding the transportation system and its elements, and I find the MUT to be quite interesting as a traffic solution. As noted above, I often I pursue an indirect left turn to avoid congested conditions at Waco intersections.

As such, I am offering the attached conceptual MUT configuration for New Road/Franklin, and other intersections in the area as aids, hopefully, in your examination, review, critique, and, ultimately, implementation of the MUT concept, where it is appropriate. I certainly do not see these designs as full final concepts, but I thought they could be useful in evaluating improvements to the New Road/Franklin and other intersections. In addition, I have a large library of information associated with this intersection treatment that may be useful to your endeavors here in Waco. I would be more than happy to share this information with you, particularly information regarding intersections operational efficiency and safety, as well as presentations that may prove

useful when the time comes to fully engage in public involvement to discuss this unique traffic flow concept.

Let me assure you, I am not looking to gain work for me or the firm with whom I am associated. This is purely something I am offering as a citizen contribution to the community. You may want to examine some existing examples of the MUT intersection. I have attached a scheme developed for Chula Vista, California (while working with Phoenix firm) and one of US-84/Speegleville Road (you might have seen this one); these include an existing MUT intersection in Tucson for comparison. Another in Tucson, which has fully embraced the MUT concept, is located at Ina Road Grant and Oracle Road. I hope this is helpful. Please feel free to contact me, if you think I can assist in your efforts to improve travel conditions in the area.

Very Truly Yours,  
Laurence Shillito

Mr. Shillito,

Thank you for your feedback. The MPO, in coordination with TxDOT and the City of Waco, is currently assessing various design options for the Franklin / New Rd intersection of which one possible option is the Michigan Left concept. Please note that there are currently 3 other options that could be considered, including a no build option and that there could eventually be other designs considered. This conversation will likely find its way into the development of the Metropolitan Transportation Plan which MPO staff will be developing this summer. The intent is to have a draft plan for public review this Fall, probably late October or early November at which point we hope to have some consensus on which design option makes sense. With that in mind, your feedback is especially appreciated.

Since TxDOT is in the early stages of engineering design, I am forwarding your feedback to the TxDOT planning and development team who is responsible for this phase of work. Please note that sometime next year TxDOT will hold a formal public outreach effort to get feedback on their proposed designs which depending upon the direction of the MPO Policy Board may or may not incorporate the Michigan Left concept. Thank you for your interest in the

Franklin / New Rd project. If you have any questions or concerns regarding any other transportation issues, please feel free to reach out to any MPO staff including myself.  
Christopher Evilia, AICP

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Hello,  
As a Waco resident in the China Spring area, I would like to voice my support for the following proposed Waco MPO projects:

- Expanding 185 to a 4 lanes and extending it to I-35 in Ross.
- Expanding Steinbeck Bend/MLK to 4 lanes.
- Extending MLK to 484.
- Expanding Loop 340 in Bellmead to 4 Lanes.
- Expanding Highway 6 to 4 lanes to 185.
- Redesign of Flat Rock Road and Tree Lake Road.

Regards,  
Steven Calvillo  
11 Wisteria St  
Waco, TX 76708

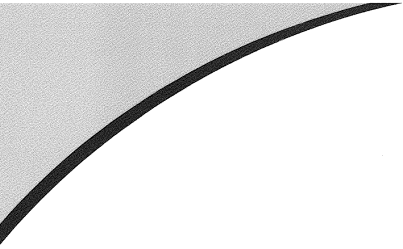
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Chris, I know that the local MPO is considering the merits of several projects for road creation or expansion. I understand that one of those is the creation of a new road connecting Highway 6 and I-35, using FM 185, possibly some existing small county roads and some virgin road construction to make up the new road. I realize that it would necessitate a bridge across the Brazos River. I think, and have thought for many years, that such a road makes an enormous amount of sense and would be much used if it is created. At present there is really no efficient way to get from much of northern and western McLennan County to I-35 to go northbound. People in NW McLennan County must go down Highway 6 to connect south of Waco or else take a series of small, indirect roads to try to reach I-35 north of Waco. Ultimately such a new road would save much gasoline, time and traffic congestion and eventually could serve almost as part of a far western outside loop for the Waco area.

I encourage you to pursue the idea if possible.

Thanks,  
Thomas D. Swann

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April 30, 2019

Mr. Christopher Evilia  
Director  
Waco Metropolitan Planning Organization  
P.O. Box 2570  
Waco, Texas 76702-2570

Dear Mr. Evilia,

I write to you in support of the proposed grade separation project on SH 317 in the Southern City Limits of McGregor designated as S-062. As you know, the City of McGregor was deeded the Federal NWIRP facility and it has become the McGregor Industrial Park. This Park has become the home of several very important industries for our region, including SpaceX. It has become necessary to re-establish rail access to this facility in a better and safer location to the South of where the old rail crossed SH 317. Several of our Industries need this rail access to sustain and grow their companies.

To that end, we think that there needs to be a grade separation to provide this rail crossing in a manner that will not impede the ever-growing traffic on SH 317. Please let the MPO Technical Committee and Policy Board know of our support for the project's inclusion in the MTP as part of your hearings process.

Thank you for your assistance in this matter.

Jimmy Hering  
Mayor





Waco Metropolitan Planning Organization

The Waco Metropolitan Transportation Plan

Your Name: Robert Singer  
Address: 4400 N. 19th  
Waco TX  
76708

The Metropolitan Planning Organization of Waco (MPO) is accepting comments regarding Connections 2045: The Waco Metropolitan Transportation Plan (MTP). The MTP describes the transportation needs for the Waco metropolitan area until the year 2045 and identifies priority projects to meet those needs.

Comments regarding the MTP will be accepted through 5 p.m. May 31, 2019 to be included as part of the official record. All comments will be presented to the MPO Policy Board and given full consideration prior to adoption. You may return this form by mailing it to the address on the back, faxing it to (254) 750-1605 or e-mailing us at [mpo@wacotx.gov](mailto:mpo@wacotx.gov). Thank you for your participation.

(To mail, please fold in half with this page on the inside and affix a postage stamp. The postal service will not deliver without proper postage. Please tape closed, do not staple.)

General Comments, Concerns or Suggestions:

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5-22-19

FIRST, I WANT TO THANK YOU FOR THE NEW CHINA SPRING ROAD.

I WOULD LIKE THE MPO TO FAVOR A ROAD FROM CHINA SPRING TO IH 35 SOMEWHERE NEAR ROSS.

I BELIEVE THIS WOULD RELIEVE SOME INTERSTATE TRAFFIC IN WACO, CHINA SPRING, CRAWFORD, ETC. TRAFFIC COULD USE THIS NEW ROUTE AS WELL AS WEST WACO, WOODWAY, ETC.

I KNOW I WILL NEVER SEE THIS NEW ROAD, BUT IT WOULD STILL BENEFIT FUTURE GENERATIONS.

THANK YOU

BOBBY STORM  
277 LIVE OAK LANE  
CHINA SPRING TX 76633

PUTNALS PREMIUM PINE STRAW, INC.  
P.O. Box 1386, Mayo, FL 32066 • 1-800-462-1795



April 30, 2019

Mr. Christopher Evilia  
Director  
Waco Metropolitan Planning Organization  
P.O. Box 2570  
Waco, Texas 76702-2570

Dear Mr. Evilia,

The McGregor Economic Development Corporation is very interested in ensuring that the future planning for the transportation structure for the Waco area takes into account the growth and plans for the McGregor area. As the location of one of the largest industrial parks in the state of Texas it is important that the future needs for industrial clients and citizens of our city have safe and reliable roads to keep up with and continue the growth we already are experiencing. Some of these concerns are as follows: Support of the grade separation project on South 317 known as S-062 to re-establish rail to the McGregor Industrial Park. This is very important to the continued growth of not only McGregor but to the region as well. A path for industrial traffic to safely access Highway 84 and Highway 317 from the Industrial Park from the Northern or Southern routes. Please let the Technical committee and Policy Board know of our support for these projects.

Thank you in advance for your assistance.

Respectfully,

Frank Leos

President, McGregor Economic Development Corporation.

[www.mcgregor-texas.com](http://www.mcgregor-texas.com) • PO Box 192 • 303 S. Main Street • McGregor, Texas 76657  
phone 254.840.4700 • toll 888.544.78 4 • mobile 254.715.1174 • fax 254.840.4703 • email [meoac@hotmail.com](mailto:meoac@hotmail.com)

[comments from december 2019 and january 2020 public informational meetings](#)

Good evening. I attended the MPO meeting at noon today, and I wanted to share the following comments.

Thank you for your holistic approach to improving transportation with multiple strategies and in multiple areas of the county. Your work is much appreciated. I would like to add some comments on the proposed railroad overpass project in McGregor, Strategy 5, roject 8. This project has the capability to increase the tax revenue for all of McLennan County, as well as, McLennan Community College and the city of McGregor. The railroad spur would serve McGregor's industrial park, which currently serves multiple industries such as SpaceX and Ferguson. In addition, the park will soon achieve Mega and Super site designations, allowing for even more industries to locate in the largest industrial park in central Texas.

McGregor's industrial park has been identified as the largest job producing area on the MPO maps for future growth. This growth will benefit all of McLennan County, so an investment in adding rail to the site seems to be a prudent and logical investment for the MPO transportation plan.

Also, it is important to note that traffic flow on State Hwy 317 south of McGregor has increased exponentially in the last few years, as many commuters choose this north / south route to avoid the pitfalls of traveling on IH 35. A standard railroad crossing could cause a backup of huge proportions, resulting in delays and frustration to all traffic on Hwy 317.

A railroad spur with into the McGregor Industrial Park with a traffic overpass is the answer to adding jobs to the greater Waco area, tax revenues to McLennan County, and free flowing traffic on Hwy 317 as it continues to increase.

Thank you for the chance to comment on the plan.

Kevin Houchin

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The MPO meeting today was informative and well organized, representing a lot of hard work and careful planning.

I urge the organization to prioritize the SH317 overpass for a train entrance into the McGregor industrial park. The area is ripe for development that could provide jobs and increased tax base to further stimulate growth in McLennan County. The area could soon become a mega site. Thanks for your continued consideration.

John E. Hudson  
 McGregor EDC  
 McGregor, Texas

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Mr. Evilia--  
 There have been several reports about the MPO in the Tribune-Herald in recent months. However, I still don't recall reading anything about electrification. One report discussed a favorable response to a Hyperloop presentation. Hyperloop involving Waco would be wonderful, but that is definitely a technology still in early stages. Electric buses, on the other hand, are here and now. Many U.S. cities are switching from diesel to electric. Some cities have switched because they projected dollar savings in the lifecycle of the vehicle.

Another UN report this week describes a bleak future if we dont decarbonize quickly. The IPCC Special Report of Oct 2018 requires us to slash emissions 45% by 2030 and be "net zero" by 2050--to avoid climate catastrophe.

The last time I spoke at the MPO meeting and recommended Ebuses, there had been no consideration of this technology. But the science is clear: Waco MUST transition to Ebuses ASAP. Besides our ethical requirement to act to cut GHG emissions, the reduction in tailpipe pollution by switching to Ebuses will save lives.

In 2019 and moving forward, when buses and other MPO road vehicles are to be purchased, a proposal for an electric version must be obtained, in my view and based on the best climate science.

Respectfully,

Alan D. Northcutt, MD  
 Director  
 Waco Friends of Peace/Climate

Dr. Northcutt,  
 Thank you for your comment regarding the MTP. We'll be adding your comment to the official record and forwarding to the MPO Policy Board for their consideration as part of the adoption process for the plan.

I wanted to let you know that during development of the MTP, MPO staff seriously considered the question of converting Waco Transit vehicles to electric or electric hybrid. This consideration was based on several comments received during the initial outreach phases for the MTP, including your feedback. In our discussions with Waco Transit staff, there are 3 very significant challenges associated with such a conversion. First, the current technology has serious limitations regarding range, especially for all electric vehicles. Waco Transit vehicles currently operate continuously for 13 to 14 hours covering between 200 to 250 miles during their operations depending upon the route. This range is at the very limits of the current technology. Due to the size of their system, Waco Transit does not have enough vehicles to operate multiple vehicles per route as part of normal operations. Secondly, the recharging process currently takes a very long time, which is ok as buses sit idle overnight, but not ok if a bus requires charging in the middle of its 14 hour run. Third, electric bus technology is minimally 30% to 50% more expensive than a diesel bus. For a fiscally constrained plan, this would force us to consider significant reductions in current services due to the financial realities currently faced by transit systems nationwide. Although the hybrid electric technology overcomes some of the first two challenges, the cost is still significantly more than traditional powerplants and with a reduced emission benefit. Due to these factors, MPO staff felt that there was more benefit in the short term to expanding transit services to reduce single occupant vehicles than to reduce service to fund a transition to electric buses.

Now with that said, this is not the end of the story. The MTP is proposing major changes in the operations of Waco Transit over the next 5 to 10 years. Those changes involve shorter routes with fewer potential stops along with a much more efficient operation associated with the bus rapid transit service. Additionally, these

services would likely receive additional federal capital funding above what Waco Transit currently receives on an annual basis. We also recognize that the performance of electric vehicle technology will almost certainly be much improved over in the next 3 to 5 years versus what exists today. The MPO and Waco Transit will be conducting 2 important studies over the next 18 months related to these services which are required for projects with a federal interest. The first is the design / engineering / environmental phase of the bus rapid transit project. The second is a route realignment study for the remainder of Waco Transit's fixed route service. We both felt that rather than include a recommendation in the MTP, it would be better to ask the consultants hired for the BRT & route realignment studies to provide recommendations regarding appropriate powerplant technology as part of their scopes of work. The view is that they will have specific expertise in this area which MPO or Waco Transit staff does not have. If those studies recommend changing to either all electric or hybrid electric buses, and most importantly, the Federal Transit Administration concurs, then we would process an appropriate amendment to the MTP at that time.

Since you mentioned the Hyperloop concept that was discussed as part of another study with which the MPO is participating, I wanted to provide a quick response there as well. The consultants hired for that study, AECOM, did place several Hyperloop concept at the top of their recommendations. With that said, there's still a healthy level of skepticism about whether the technology is viable and more concerning is that there is no estimate regarding how much the infrastructure or operations would cost. As such it is still not possible at this point to determine the feasibility of Hyperloop versus existing technologies such as Maglev or traditional high speed rail. As a result, the draft MTP does not identify a specific technology for such a service, just that some type of high speed transportation service connecting Waco to DFW and Austin / San Antonio is a recommendation. Similar to the electric vehicle conversation, we anticipate that this discussion will become clearer over the next 3 to 5 years, but that it may be premature to make a decision right now.

I hope this clarifies things and lets you know that the planning process is ever evolving and is designed to change as

circumstances dictate. If you have additional questions, please feel free to reach out.

Christopher Evilia, AICP  
Director  
Waco Metropolitan Planning Organization

Mr. Evilia--  
Thanks for your detailed response. Please allow me to add a few remarks to my comment.

- 1) Waco will HAVE to move to E-buses--its just a matter of when. The science from the gold standard, the IPCC, tells us we must be net zero GHG emissions by 2050, and cut emissions 45% by 2030, just 11 years from now! That is one reason I found the report for 2045 so disturbing. One reason many cities ARE moving to E-buses is because of the desire to do their part in addressing our climate crisis. I am writing this from COP25 in Madrid and am acutely aware of the many changes Waco must make. If Waco can not electrify its buses now, it should still include this in a planning document like the 2045 report.
- 2) In discussing cost, the LIFECYCLE cost must be considered. This may have been done, but was not mentioned in your email. Fueling a gasoline car costs about twice as much as an Electric car, and no doubt this would apply to electric buses. In addition, the maintenance costs for diesel buses are much higher than for electric buses. There are no oil changes on E buses for example. I drive an electric car and can confirm that maintenance is almost non existent, and of course fueling is cheaper; So the only fair way to compare price is to compare lifecycle costs, not simple purchase price. Note that some cities in the US have moved to E buses BECAUSE the lifecycle costs are less. Greenville SC is one such city.
- 3) From my experience, the comments on charging seemed strange Proterra, one of the major E bus manufacturers, describes charge times of 3 to 6 hours in its literature.. Although charging infrastructure may be costly, Proterra offers some lease and installment payment plans.
- 4) Proterra lists a range of 213-290 on one of its models.

- 5) Its important to remember other benefits of E vehicles. Tailpipe pollution causes some 30,000 to 50,000 deaths in the US annually, according to a study from MIT. People riding buses may experience close exposure to the emissions at some point especially waiting for or entering diesel buses. E buses would also improve Waco air quality which is marginal most of the summer;
- 6) E buses would help decrease noise pollution, especially downtown!
- 7) if the transportation department has a fleet of cars for its staff, it can easily move to EVs now, as long as daily range is less than about 250 miles. Once you drive an E car you will never wish to go back to gas; I highly recommend the Bolt, but the Tesla model 3 and Leaf 2.0 could fill the car needs of your department

In this time of climate emergency, I believe Waco should join the 100s of cities moving forward in decarbonization for the future of our children. It is no exaggeration to observe that the quicker we act the better chance they have to inherit a livable biosphere.

Respectfully,  
Alan D. Northcutt, MD  
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Organización de Planificación Metropolitana de Waco

El Plan de Transporte Metropolitano de Waco

Nombre: Virginia Green Bouie  
Dirección: \_\_\_\_\_

La Organización de Planificación Metropolitana (MPO) de Waco está aceptando comentarios con respecto a las **Conexiones 2045: El Plan de Transporte Metropolitano de Waco (MTP)**. El MTP describe las necesidades de transporte para el área metropolitana de Waco hasta el año 2045 e identifica proyectos prioritarios para atender esas necesidades.

Los comentarios sobre el MTP serán aceptados hasta las 5 p.m. 7 de enero de 2020 para ser incluido como parte del registro oficial. Todos los comentarios se presentarán a la Junta de Políticas de la MPO y se tendrán en cuenta antes de la adopción. Puede devolver este formulario enviándolo por correo a la dirección que figura al dorso, enviándolo por fax al (254) 750-1605 o enviándonos un correo electrónico a [mpo@wacotx.gov](mailto:mpo@wacotx.gov). Gracias por su participación.

(Para enviar por correo favor de doblar a la mitad con este lado de página al interior e incluir una estampilla. El servicio postal no repartirá correo sin franqueo apropiado. Favor de sellar con cinta adhesiva, no grapar.)

Comentarios generales, preocupaciones o sugerencias:  
Corbett & Taylor  
Since opening of new I-35 bridge - concerns about speed and crashes from traffic using Taylor as a crossing. Different traffic control (signal or all way stop)



Waco Metropolitan Planning Organization

Connections 2045: The Waco Metropolitan Transportation Plan

Your Name: Karen D. Carlen  
Address: 1001 Speight Ave.  
Apt. 123  
Waco 76706

The Metropolitan Planning Organization of Waco (MPO) is accepting comments regarding **Connections 2045: The Waco Metropolitan Transportation Plan (MTP)**. The MTP describes the transportation needs for the Waco metropolitan area through the year 2045 and identifies priority transportation projects to meet those needs.

Comments regarding the MTP will be accepted through 5:00 p.m. January 7, 2020 to be included as part of the official record. All comments will be presented to the MPO Policy Board and given full consideration prior to adoption. You may return this form by mailing it to the address on the back, faxing it to (254) 750-1605 or e-mailing us at [mpo@wacotx.gov](mailto:mpo@wacotx.gov). **Thank you for your participation.**

(To mail, please fold in half with this page on the inside and affix a postage stamp. The postal service will not deliver without proper postage. Please tape closed, do not staple.)

General Comments, Concerns or Suggestions:

1. Ramp from I-35 to sidewalks when constructing temporary  
streets repairs & replacements



Waco Metropolitan Planning Organization

Connections 2045: The Waco Metropolitan Transportation Plan

Your Name: CECIL McDowell (MR MAC)  
Address: 2036 KING COLE DR  
WACO 76705

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General Comments, Concerns or Suggestions:

- Cholson Rd to 933 - too dark, need lights  
- Henry/Lyler speeding is a problem  
- MKT trail





Connections 2045: The Waco Metropolitan Transportation Plan

Your Name: Bene Teresa Porter  
Address: 1185 Taylor St  
Waco, Tx 76704

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General Comments, Concerns or Suggestions:

Sidewalks - need on "side" streets, not safe for perfecting and  
bikes, wheel chair to be in the street (Rose, Preston, Horn, Taylor)  
Curbs - need to be ADA compliant, especially at  
marked crosswalks  
Electric Transit Busses!! Keep our air clean!  
(Yes, I know they're expensive upfront, but long term maintenance costs)  
\* Sidewalks on Waco Drive need to be continuous  
from Garrison St to New Rd (lots of pedestrians & bikes)  
Pott's Interchange



Waco Metropolitan Planning Organization

Connections 2045: The Waco Metropolitan Transportation Plan

Your Name: John Sneed  
Address: Po Box 221  
McGregor, Tx 76657

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General Comments, Concerns or Suggestions:

Hiway 317 in McGregor receives approximately 10,000  
vehicles per day. It is one of two state highways that  
intersect in our community. Hiway 317 south feeds our  
industrial park directly.  
We are anticipating a new railroad crossing over  
Highway 317 a few hundred yards past Ferguson Warehouse.  
Due to the high traffic volume on this road a grade  
separation will be necessary elevating Highway 317 over  
the rail surface. New rail to the industrial park will open  
many opportunities for new Ind. Park Developments.

John Sneed  
Sneed Insurance Agency



WACO CITY COUNCIL MEETING MINUTES  
DECEMBER 17, 2019  
3:00 PM TO 7:04 PM  
WACO CONVENTION CENTER BOSQUE THEATER  
100 WASHINGTON AVENUE, WACO, TX 76701

CALL TO ORDER

Attendee Name	Title	Status	Arrived
Kyle Deaver	Mayor	Present	
Andrea Barefield	Council Member, District I	Absent	
Hector Sabido	Council Member, District II	Present	
John Kinnaird	Council Member, District III	Present	
Dillon Meek	Council Member, District IV	Present	
Jim Holmes	Council Member, District V	Present	

WORKSESSION

**WS-2019-950** Discussion of Project Recommendations from 2045 Metropolitan Transportation Plan.  
Chris Evilla, MPO Director, made presentation and the presentation is on file in the City Secretary's Office. The presentation reviewed the Metropolitan Transportation Plan (MTP) which is required by 23CFR450 and identifies regional transportation goals and the next steps in the public process. Public information meetings were held in December and one is planned for January 6, 2020. The MTP is planned to be adopted on January 17, 2020.  
Council Member Kinnaird asked for Mars Drive to be a priority.

ITEM NO.	DESCRIPTION
	Council expressed being able to get all projects done at one time and expressed concerns with the impact on business along the corridor.
	Category funding by TxDOT and explanation of small breakup projects was discussed.