



# The Transportation Improvement Program

Waco Urbanized Area For  
Fiscal Years 2021 Through 2024

Adopted by the Waco MPO Policy Board – June 18, 2020

Prepared by the Waco Metropolitan Planning Organization in Cooperation with the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation



Waco Metropolitan Planning Organization

# Section 1: Introduction

## 1.1 Background

Transportation planning within the Waco Metropolitan Area is performed by the City of Waco, which in 1974 was designated as the Metropolitan Planning Organization by the Governor of Texas. This designation was in response to federal law which requires a cooperative, comprehensive, and continuing planning process for all federal transportation programs. This process requires input and acceptance from local governments within urbanized areas greater than 50,000 persons. The Waco Metropolitan Planning Organization (MPO) was created to meet these federal requirements for the Waco Urbanized Area.

The MPO Staff organizes, researches, and coordinates the activities between the Texas Department of Transportation (TxDOT) and the Waco MPO Policy Board. The MPO Policy Board consists of 20 members who represent each government with populations greater than 5,000 or are home rule cities within the metropolitan area, three small cities representatives, and the Waco District Engineer of TxDOT. The Policy Board is the decision making component of the MPO and functions as the governing body for the MPO. Their duties include adopting policy and amending plans, including the Transportation Improvement Program (TIP). The Policy Board receives technical assistance from a Technical Committee comprised of engineering, planning, and other technical professionals from local governments, transit agencies, TxDOT, MPO Staff, and other transportation interests.

## 1.2 Definition of Area

Located midway between Dallas and Austin on IH-35, Waco is centrally located in the region known as the “Heart of Texas.” The Waco Urbanized Area, as identified by the US Census Bureau, encompasses approximately 91 square miles and an estimated population of 186,293 as of the year 2017.

In order to account for future growth and activities that impact mobility within the urbanized area, the MPO studies a much larger area when developing the Metropolitan Transportation Plan. This area is referred to as the Waco Metropolitan Area and it is coextensive with McLennan County, Texas. The Waco Metropolitan Area encompasses 1,037 square miles and in 2017 had an estimated population of 251,259. Map 1 shows both the Waco Urbanized Area and the Waco Metropolitan Area.

## 1.3 Purpose of the TIP

The Transportation Improvement Program (TIP) is a staged, multi-year program of regionally significant transportation projects proposed for implementation during the next 4 years. The TIP is developed in cooperation with owners and operators of various portions of the transportation system within McLennan County to identify priorities for consideration consistent with the top priorities identified within Connections 2045: The Waco Metropolitan Transportation Plan (MTP). At a minimum, all projects utilizing federal or state highway or public transportation funds during fiscal years 2021 through 2024 must be included within the TIP prior to work or services commencing. In addition, all projects with a federal interest, such as those impacting the Interstate Highway System, the National Highway System or public transportation, must also be included regardless of funding source. Finally, projects identified by the MPO Policy Board as being ‘regionally significant’ are also identified within the TIP. Regionally significant projects are those identified within the MTP. Once programmed into the TIP, projects are cleared for the applicable phase of implementation beginning within the year identified. In addition, projects identified within the TIP are automatically incorporated within the Texas State Transportation Improvement Program (STIP).

The TIP is required to be updated every 2 years to account for changing priorities or funding availability. In addition federal guidelines require that the TIP identify all regionally significant work proposed within the Waco Region for a minimum timeframe of 4 fiscal years.

## **1.4 Project Selection Process**

Project selection begins with corridor identification under the Metropolitan Thoroughfare Plan which then leads to the development of projects within Connections 2045: The Waco Metropolitan Transportation Plan (MTP). This work is then supplemented by various corridor, transit route studies and the Regional Public Transportation Coordination Plan. All projects are evaluated within the MTP based on improving the state of good repair, reducing fatal and serious injury crashes, supporting regional economic development efforts, improving freight movement, improving regional livability and improving access to economic opportunities and essential services. Many of these considerations are incorporated into system performance requirements identified within the FAST Act (Section 1.3 in the MTP). The project evaluation process approved by the MPO Policy Board is described in Appendix B of the MTP. Projects are prioritized within the MTP based on these results, the MPO Policy Board considerations, and the fiscal constraint identified within the plan. These priorities determine which projects may proceed with respect to environmental and engineering studies and right of way acquisition, if necessary. Projects are then proposed for inclusion within the TIP based on the completion of any necessary studies, the acquisition of any necessary right of way, and a formal commitment of necessary funds.

Transit projects generally include all federal operating funds allocated to Waco Transit during the 4-year scope of the TIP. In addition, all capital purchases are included, based on need and a commitment of necessary funds. These include purchases by Waco Transit and the FTA Section 5310 providers (elderly and disabled program) within the Waco Urbanized Area. Other transit projects are evaluated within a separate transit route study, the results of which are incorporated into the MTP. Similar to highway projects, these projects are proposed for inclusion based on the completion of necessary studies, the availability of necessary funds, and system performance requirements identified within the FAST Act (Section 1.3 in the MTP).

Priority within the TIP is determined by the year in which the project is programmed. Projects programmed for FY 2021 are considered to be the highest priority and may be implemented as soon as plans are complete and a formal funding commitment is made. Projects programmed for FY 2022 are considered a secondary priority and projects programmed for FY 2023 and 2024 are considered a tertiary priority.



## **1.5 Fiscal Constraint**

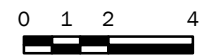
Each identified phase of work within the TIP must have a formal commitment of funding prior to consideration. Projects lacking this commitment for a significant portion of the project cost cannot be programmed into the TIP. Work identified within grouped CSJ categories (see Section 2) are fiscally constrained at the statewide level.

Bid costs for projects can sometimes be significantly different than that estimated when funding commitments were made. This may be especially true for projects programmed within fiscal years 2021 and 2022. Projects may still proceed to implementation if costs are as much as 50% or \$1 million greater than the cost identified within the TIP, whichever is less.

## **1.6 Relationship between the TIP and the TxDOT Unified Transportation Program (UTP)**

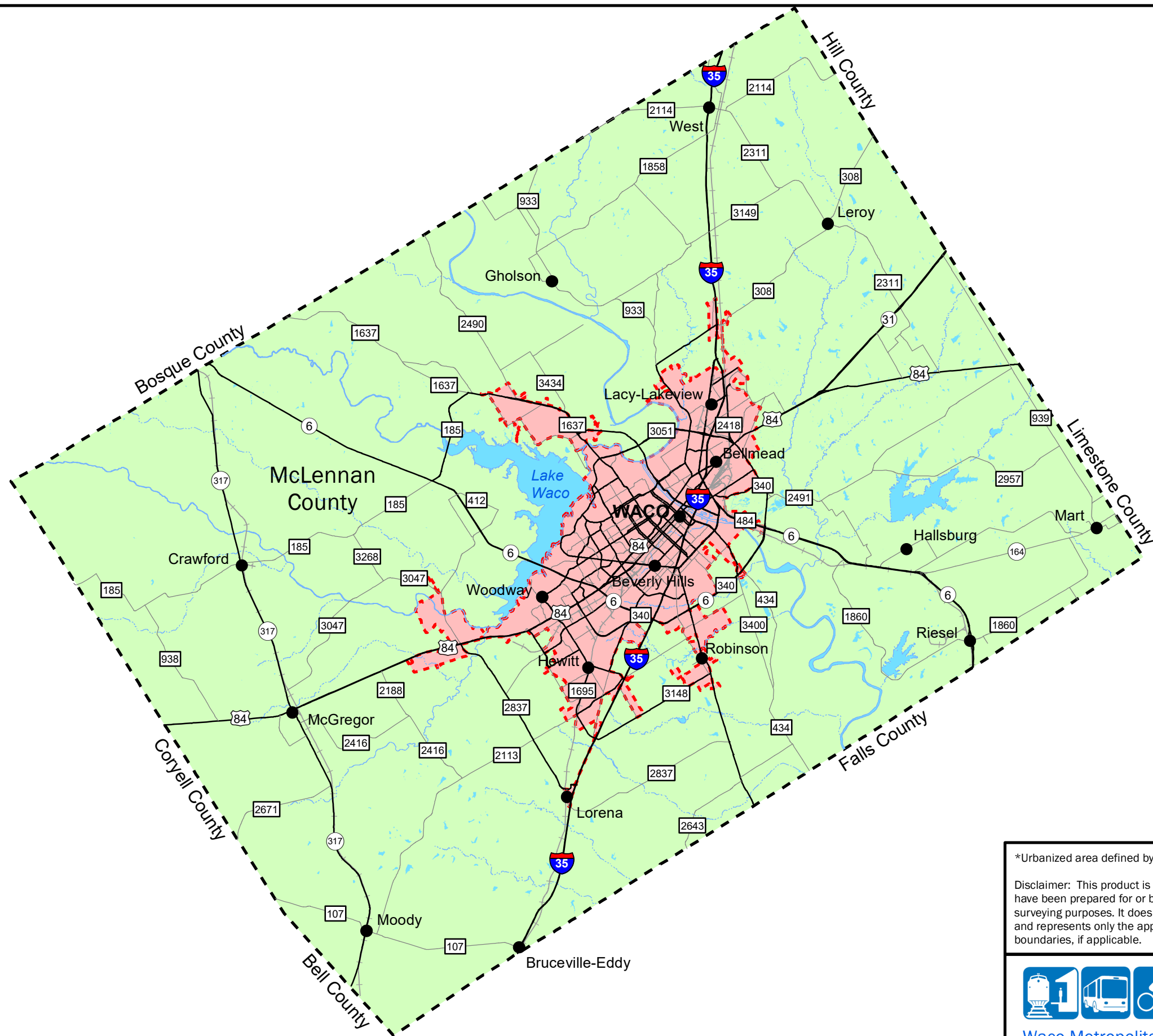
The Unified Transportation Program (UTP) is TxDOT's 10-year planning document that guides the planning and development of transportation improvements within each TxDOT District. Priorities identified within the UTP for the Waco Region are intended to be consistent with those identified within the short-range priorities of the MTP (years 2020 through 2030). When those priorities are then ready for implementation (the first 4 years of the UTP), they are recommended for programming within the TIP.

 Waco Urbanized Area\*  
 Waco Metropolitan Area



March 2020

Map 1  
Waco Metropolitan & Urbanized Areas



\*Urbanized area defined by the US Census Bureau

Disclaimer: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries, if applicable.



Waco Metropolitan Planning Organization

## 1.7 Regional Performance Targets and Relationship to TIP Priorities

Transportation Performance Management (TPM) is federally required through the Fixing America's Surface Transportation (FAST) Act. It is a strategic approach that uses goals, measures, and data to make better informed decisions about how to invest transportation funding resulting in a better performing national transportation system with greater public benefit. Emphasis is placed on efficient delivery of goods, and safe reliable journeys to work, school, shopping, and community activities. Funding is intended to be targeted toward projects aimed at achieving national performance goals for improving the safety, reliability and condition of roadway facilities that are a part of the National Highway System (NHS) and regional transit systems.

Future long range transportation plans and short range implementation programs (MTPs and TIPs) developed by the Waco MPO are required to demonstrate a performance based decision process that ties back to performance targets. The Waco MPO is required to establish performance standards for the Waco Metropolitan Area and to meet subsequent reporting requirements. Performance measures focus on transportation system safety (PM1), condition of pavement and bridges (PM2), system reliability and freight movement (PM3), and transit safety and asset condition (PTASP, TAM). As of the release of this draft document, performance targets for PTASP have not been established by Waco Transit System, Inc. and will be incorporated in future iterations of this document.

### Safety Measures (PM1)

The Safety Performance rule (PM1) establishes safety performance measure requirements to assess fatalities and serious injuries on all public roads. Within the State of Texas, serious injuries are defined as 'incapacitating injuries' within the TxDOT Crash Records Information System (CRIS). The objective of PM1 is to ensure safety improvements guide funding prioritization in order to advance the national goal of maintaining safe roadway networks.

Required performance measurements include:

- Number of fatalities
- Fatalities per million vehicle miles traveled (fatality rate)
- Number of serious injuries (incapacitating injuries)
- Serious injuries per million vehicle miles traveled (incapacitating injury rate)
- Number of non-motorized fatalities and non-motorized serious injuries

Each year, the Texas Department of Transportation (TxDOT) sets safety performance targets for Texas for these five federally required safety performance measures. The targets are applicable to all public roads in Texas regardless of functional classification or ownership. In support of these measures, the Waco MPO chose to support the Texas safety targets in February, 2020. At the close of each year, TxDOT and the Waco MPO will report on significant progress toward meeting these targets.

In February 2020, the Waco MPO resolved to support TxDOT's 2020 safety targets:

- To reduce the expected rise of fatalities by 2% over current baseline forecast
- To reduce the expected fatality rate by 2% over current baseline forecast
- To reduce the expected rise in incapacitating injuries by 2% over current baseline forecast
- To maintain the current downward trend in the incapacitating injury rate
- To reduce the expected rise of non-motorized fatalities and non-motorized incapacitating injuries by 2% over current baseline forecast

Baseline forecasts are calculated using historical 5-year rolling averages. The baseline is used to determine expected trends if the MPO chose to use available funding to maintain the local transportation system without implementing safety intervention projects.

The mix of projects selected by the Waco MPO for inclusion in TIP is intended to support TxDOT in achieving its safety performance targets for the State of Texas transportation system given the availability of necessary funds.

## **Pavement and Bridge Condition Measures (PM2)**

The Pavement and Bridge performance rule (PM2) establishes performance requirements to assess the condition of pavements and bridges on the National Highway System (NHS) and the Interstate System relative to a U.S. Department of Transportation (USDOT) definition of State of Good Repair (SGR). SGR is the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is to ensure roadway maintenance guides funding prioritization in order to further the national goal of strategically and systematically maintaining the nation's transportation system in good condition.

Required performance measurements include:

- Percent of Interstate pavements in good condition
- Percent of Interstate pavements in poor condition
- Percent of non-Interstate NHS pavements in good condition
- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges in good condition
- Percent of NHS bridges in poor condition
- Percent of bridge deck area defined as poor

TxDOT collects condition data for all NHS facilities in Texas, which includes Interstates, other freeways, and principal arterials regardless of ownership. Based on this information, TxDOT sets condition targets for Texas for the four federally required pavement performance measures and the three bridge performance measures. In June 2018, TxDOT adopted 4-year condition targets for Texas, which are applicable to all roadways on the NHS. In support of these measures, the Waco MPO chose to support the Texas pavement and bridge targets in October, 2018 with one exception. The MPO adopted a lower target of 48.0 percent of non-interstate NHS pavements in good condition for the Waco Metropolitan Area rather than support the TxDOT target of 52.3 percent. Every four years, TxDOT and the Waco MPO will report on significant progress toward meeting these targets. The MPO has opportunity to review and adjust these targets every two years.

In October, 2018, the Waco MPO adopted the following targets for pavement and bridge condition for NHS facilities within the Waco Metropolitan Area:

- Interstate Pavements: 66.4% good condition, 0.3% poor condition
- Non-Interstate NHS System pavements: 48.0% good condition, 14.3% poor condition
- NHS System Bridges: 50.42% good condition, 0.80% poor condition

The mix of projects selected by the Waco MPO for inclusion in TIP is intended to support TxDOT in achieving its pavement and bridge performance targets for the State of Texas transportation system given the availability of necessary funds.



## Travel Time Reliability Measures (PM3)

The System Performance rule (PM3) establishes performance measure requirements to assess the performance of the NHS and to assess freight movement on the Interstate System. These measures focus on evaluating travel time reliability and travel delay on interstate, freeway and principal arterial class facilities to determine whether the magnitude of travel time variability is considered unreasonable. The objective of the rule is to ensure efforts to improve unreasonable travel delay and expedite the movement of people and goods guide funding prioritization, furthering the national goal of improving the efficiency of the surface transportation system. Reliability references the level of consistency in transportation service over a specific time period and is the most important service quality attribute for travelers and freight transporters.

Required performance measurements include:

- Level of Travel Time Reliability (LOTTR) for Interstates on the NHS
- Level of Travel Time Reliability (LOTTR) for non-Interstates on the NHS
- Level of Truck Travel Time Reliability (TTTR) for Interstates on the NHS

Along with TxDOT, the MPO is responsible for setting system performance targets for two federally required travel time reliability measures and one freight reliability measure. The Texas A&M Transportation Institute (TTI) was contracted by TxDOT to collect travel time reliability and travel delay data for all NHS facilities in Texas. Using an analysis of past unreliable travel conducted by TTI, the Waco MPO is required to establish specific regional travel time and freight reliability targets for Interstate and NHS roadways in the Waco Metropolitan Area. TxDOT and the Waco MPO will report on travel time reliability and travel delay performance towards targets every four years. The MPO has opportunity to review and adjust these targets every two years.

In June, 2018, the Waco MPO adopted the following travel time and freight reliability targets for 2020 and 2022 for Interstate and NHS roadways in the Waco Metropolitan Area:

- Percent of reliable travel for all traffic on the Interstate System (Table 1.1)
- Percent of reliable travel for all traffic on other freeways and principal arterials (Table 1.1)
- Ratio of unreliable truck travel to average truck travel on the Interstate System (Tables 1.1 and 1.2)

**Table 1.1 – 2020 and 2022 Travel Time Reliability and Travel Delay Targets**

System	2017 Reliability*	2020 Target Recommendation**	2022 Target Recommendation**
Interstate (all traffic)	100%	97%	95%
Other Freeway/Principal Arterials (all traffic)	90%	90%	85%
Interstate (truck traffic)	1.17	1.35	1.40

**Table 1.2 – Reliability Ratio**

Reliability Value**	Classification**
Between 1.0 and 1.25	Very Good
Between 1.25 and 1.4	Good
Between 1.4 and 1.5	Barely Good
Between 1.5 and 1.6	Barely Bad
Between 1.6 and 1.75	Bad
Above 1.75	Very Bad

\*National Performance Measure Research Data Set (NPMRDS) Phase 2, University of Maryland

\*\*Texas A&M Transportation Institute (TTI)



For the 2021-2024 TIP, a majority of highway projects identified in the TIP and in Appendix D are part of either the Interstate Highway System or the National Highway System. As a result, the mix of projects selected by the Waco MPO for inclusion are anticipated to achieve the recommended system performance targets supported by the Waco MPO Policy Board in April, 2018.

### Transit Asset Condition (TAM)

The Transit Asset Condition performance rule (TAM) establishes national performance requirements to assess the condition of regional transit networks relative to a U.S. Department of Transportation (USDOT) definition of State of Good Repair (SGR). SGR is the condition in which a capital asset is able to operate at a full level of performance. The premise of the rule is condition of assets should guide funding prioritization in order to meet the national goal of strategically and systematically maintaining the nation's transit networks in good condition.

Each year in coordination with the Waco MPO, the Waco Transit System sets asset condition targets for three federally required transit asset performance measures for the regional transportation system. These measures focus on assessing the condition of rolling stock (e.g., buses and passenger vans), the condition of equipment (e.g., maintenance vehicles), and the condition of transit facilities (transit stations, maintenance shops). Currently, the Waco Transit System is the only public transportation operator within the Waco Region required to establish asset condition targets. As a result, the MPO may choose to support the Waco Transit System's asset condition targets. At the close of each year, the Waco Transit System and the MPO will report on significant progress toward meeting these targets and determine if targets are appropriate.

In February 2020, the Waco MPO resolved to support the Waco Transit System's 2020 asset condition targets for:

- Percentage of vehicles by type that exceed the Useful Life Benchmark (ULB)\* – Table 1.3
- Percentage of maintenance vehicles by type that exceed the ULB - Table 1.3
- Percentage of facilities by group that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale\*\* – Tables 1.4 and 1.5

**Table 1.3 – 2020 Rolling Stock and Equipment Condition Targets – Waco Transit System**

Fleet	Vehicle Type	Vehicle Type or Fleet Group % Exceeding ULB* in 2019	2020 Target for Exceeding ULB
Urban Stock	Bus	50%	13%
Urban Stock	Cutaway	100%	50%
Urban Stock	Van	100%	0%
Urban Stock	Minivan	100%	20%
Urban Stock	Automobile	100%	100%
Urban Stock	Service Vehicle	100%	100%
Rural Stock	Cutaway	100%	50%
Rural Stock	Van	100%	60%
Rural Stock	Minivan	0%	0%
Rural Stock	Automobile	0%	0%
Urban Equipment	Utility Vehicle	67%	100%
Rural Equipment	Supervisor Vehicle	0%	0%

\*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.

**Table 1.4 – 2020 Facility Condition Targets – Waco Transit System**

System	Facility Type	In-Service Date	Age	Facility Type Condition FY 2019**	Facility Performance Target FY 2020
Urban	Transit Administration Maintenance Building	06/28/2006	14	12%	12%
Urban	Transit Intermodal Terminal	07/11/2000	20	12%	12%

**Table 1.5 – USDOT TERM Scale: Facility Condition Assessment**

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 repair

*\*\*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.*

The mix of transit projects selected by the Waco MPO for inclusion in the TIP is intended to support the Waco Transit System in achieving its asset condition targets for the Waco regional transportation system given the availability of necessary funds.

### **Transit Safety Measures (PTASP)**

The Public Transportation Agency Safety Plan (PTASP) rule establishes national performance requirements to assess the effectiveness of efforts by regional transit providers to reduce the likelihood of safety risks and hazards that may affect their transit networks. The objective of the rule is to ensure safety improvements that help transit agencies manage safety risks should guide funding prioritization in order to advance the national goal of maintaining safe transit networks.

Beginning in July, 2020, and in each subsequent year, the Waco Transit System must certify it has a safety plan in place that meets the requirements of the federal rule. As part of PTASP requirements, the transit agency must set safety performance targets in its annual safety plan based on the following safety performance measures that the Federal Transit Administration (FTA) has established in the National Public Transportation Safety Plan (NSP):

- Number of fatalities
- Fatalities per vehicle revenue miles by mode (fatality rate)
- Number of serious injuries (incapacitating injuries)
- Serious injuries per vehicle revenue miles by mode (incapacitating injury rate)
- Number of safety events
- Safety events per vehicle revenue miles by mode (safety event rate)
- Mean distance between major mechanical failures by mode

After establishing its safety performance targets, the Waco Transit System will provide its safety targets to the Waco MPO, along with its safety plan. Once received, the Waco MPO will reference those safety targets to inform investment priorities within its metropolitan transportation planning process. The Waco Transit System will report on significant progress toward meeting these targets and determine if targets are appropriate on an annual basis.

As of the drafting of this document, the Waco Transit System is developing its 2020 Agency Safety Plan and has not yet formally established transit safety performance targets. The Waco Transit System expects to have this plan in place by July 20, 2020. The Waco MPO will then have 180 days to either support the Waco Transit System targets or adopt separate targets. As a result, PTASP targets will not be considered by the Waco MPO prior to adoption of the 2021-2024 TIP. The next amendment to this document will incorporate any necessary transit safety provisions adopted by the MPO.

## 1.8 Progress from the 2019 - 2022 TIP

Table 1.6 reviews the status of each project programmed within the 2019 - 2022 TIP and subsequent amendments. Within the 'Phase' column, 'E' refers to Engineering, 'R' refers to right of way acquisition and 'C' refers to construction.

**Table 1.6 - 2019 - 2022 TIP Project Status**

CSJ Number	MPO ID	Project	Scope of Work	Phase	Year Programmed	Programmed Cost	Status
0015-01-243	S-022B	IH-35 – South 12 <sup>th</sup> St to North Loop 340	Reconstruct, widen mainlanes from 6 to 8, reconstruct and realign ramps and frontage roads	C	C – FY 2019	C - \$300,000,000	Construction underway
0909-22-182	BP-001	CS (Elm Ave) – N University Parks Dr to Forrest St / Garrison St	Construct continuous sidewalks, bike lanes and streetscape improvements	C / E	E – FY 2018 C – FY 2019	E - \$162,000 C - \$2,943,000	Engineering underway Construction anticipated in Fall, 2020
0909-22-181	BP-002 BP-003	CS (Gurley Ln & S 11 <sup>th</sup> /S 12 <sup>th</sup> Sts	Construct continuous sidewalks along both roadways and bike lanes along South 11 <sup>th</sup> St / South 12 <sup>th</sup> St	C / E	E – FY 2018 C – FY 2019	E - \$30,948 C - \$562,222	Construction completed in Spring, 2020

## 1.9 Air Quality Status

The Clean Air Act Amendments of 1990 requires all metropolitan areas to meet the National Ambient Air Quality Standards established by the Environmental Protection Agency (EPA) for numerous pollutants, including ozone, nitrous oxides, and particulate matter. Metropolitan areas that meet these standards are considered to be in attainment and are not required to establish control measures to improve air quality. At the time of adoption for the 2021-2024 TIP, the Waco Metropolitan Area was considered to be in attainment for all air pollutants by the EPA.

## 1.10 Americans with Disabilities Act (ADA)

All projects considered for funding include appropriate provisions for meeting the needs of those with any health limitations. Waco Transit is completely accessible according to the ADA Act and provides complimentary ADA paratransit service for all areas within 3/4 mile of the fixed route service. The ADA paratransit service is provided for those who cannot utilize the fixed route system due to a health limitation.

## 1.11 Title VI of the Civil Rights Act

A primary goal of the Waco MPO is to ensure that the transportation needs of all people are met and that no one population group must endure a disproportional share of the burdens in meeting those needs. In order to accomplish this goal, the Waco MPO performs an analysis of its plans and programs in order to assess the mobility of traditionally underrepresented groups and to provide an assessment of the impacts of proposed projects upon these groups.

Traditionally two people groups have been underrepresented within McLennan County, Blacks and Hispanics. These groups comprise 14.2% and 25.6% respectively of the population of McLennan County. For the purposes of analysis between benefits and burdens of proposed projects, the staff identified those census block groups with percentages of these respective people groups that were greater than the county average.

On average 19.3% of residents within McLennan County live below the census defined poverty level and 7% of residents have either a self-care or mobility disability. Another 6.5% of occupied housing units within McLennan County do not have access to automobiles. The distribution of these three variables were used to determine the efficacy of efforts to provide travel mode alternatives to the automobile for people groups that have little access to automobiles. Similar to race and ethnicity, those census block groups that were greater than the averages for McLennan County were used for the analysis.

A complete analysis of underrepresented populations may be found within Section 3 of Connections 2045: The Waco Metropolitan Transportation Plan (MTP). Projects identified within this TIP are consistent with the evaluations and priorities identified within the MTP.

### **Limited English Proficiency**

The Waco MPO adopted a Limited English Proficiency (LEP) Plan in 2012 to identify the language groups predominately found within the Waco Metropolitan Area for which a significant percentage of the population speaks English less than very well, according to US Census surveys. The LEP plan also identifies the strategies the MPO staff intends to undertake to ensure that these populations have sufficient opportunity to participate in within the transportation planning process. The LEP plan is periodically reviewed to monitor changes to the language groups present in the Waco Metropolitan Area. The development of the 2021-2024 TIP and the identification of recommendations were consistent with the strategies to solicit input from LEP populations identified within the LEP plan.

## Section 2: Highway Projects

This section outlines those regionally significant highway projects to be programmed between fiscal years 2021 and 2024. Note that project identifiers correspond to ids found within Connections 2045 – The Waco Metropolitan Transportation Plan.

### Grouped Project CSJ Program

The State of Texas groups several types of projects into general categories that are fiscally constrained on a statewide basis. These categories generally cover preventative maintenance, rehabilitation, bridge replacements / rehabilitation and other miscellaneous projects that do not fit within a specific category. Expenditures within these categories are based upon need, which may arise suddenly due to acts of nature, crash damage, etc. Due to the nature of these types of projects, the Waco MPO will participate within the grouped CSJ program and as such the MPO Policy Board automatically approves individual projects within these categories for fiscal years 2021 through 2024.

#### Project C1

Project: Preventative Maintenance & Rehabilitation  
Extent: MPO Study Area  
MPO ID: S-PMR-S  
TxDOT ID: 5000-00-952, 5000-00-957 & 5000-00-958  
Funding Category: Preventative Maintenance & Rehabilitation (Category 1)

#### Project C2

Project: Safety Projects  
Extent: MPO Study Area  
MPO ID: S-STY-S  
TxDOT ID: 5800-00-950  
Funding Category: STP Safety (Category 8)

#### Project C3

Project: Bridge Replacement or Rehabilitation  
Extent: MPO Study Area  
MPO ID: S-BRI-S  
TxDOT ID: 5000-00-953  
Funding Category: Structures Replacement and Rehabilitation (Category 6)

#### Project C4

Project: Landscape Development  
Extent: MPO Study Area  
MPO ID: S-LDS-S  
TxDOT ID: 5000-00-956  
Funding Category: Landscaping (Category 10)

### Engineering Phases

This section includes programming for the engineering phases of projects for which construction or right of way acquisition has been authorized during the 4 year timeframe of the TIP. The engineering phase also includes any necessary environmental assessments. For projects undergoing the engineering phase but with construction and right of way acquisition authorized beyond the 4-year timeframe of the TIP, please refer to Appendix D. Engineering projects are shown on Map 1.

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	E
COUNTY:	McLennan	LIMITS FROM:	US 84 (Bellmead Dr)	YOE COST:	\$1,225,000
HIGHWAY NUM:	East Loop 340	LIMITS TO:	Lp 484 (Marlin Hwy)		
CSJ:	2362-01-034	MPO PROJECT ID:	S-001A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Widen to 4 lanes divided			<b>PROJECT HISTORY:</b>	

REMARKS: Note: Project under development, funding commitment beyond FY 2024

CONTRACT CSJ:

ANCESTORT CSJ: 2362-01-901

DESCENDENT CSJ:

ROW/CON CSJ:

		AUTHORIZED FUNDING BY CATEGORY / SHARE					
		FEDERAL	STATE	LOCAL	OTHER	TOTAL	
Construction:	\$23,500,000						
Preliminary Engineering:	\$1,225,000						
Right of Way Acquisition:	\$0	2U - Urban Mobility	\$0	\$1,225,000	\$0	\$0	\$1,225,000
Bond Financing:	\$0	TOTAL	\$0	\$1,225,000	\$0	\$0	\$1,225,000
Construction Engineering:	\$1,170,000						
Contingencies	\$470,000						
Indirect	\$0						
Other:	\$900,000						
<b>Total:</b>	<b>\$27,265,000</b>						



**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	E
COUNTY:	McLennan	LIMITS FROM:	Lake Air Dr	YOE COST:	\$540,000
HIGHWAY NUM:	SP 298	LIMITS TO:	New Road		
CSJ:	0055-08-120	MPO PROJECT ID:	S-039A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Reconstruct New Road interchange, add dual left turn and u-turn lanes, relocate main lanes to frontage road, remove old main lanes				<b>PROJECT HISTORY:</b>
REMARKS:	Note: Project under development, funding commitment beyond FY 2024				
CONTRACT CSJ:					
ANCESTORT CSJ:	0055-08-901				
DESCENDENT CSJ:					
ROW/CON CSJ:					

Construction:	\$11,000,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$540,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$0	2U - Urban Mobility		\$0	\$540,000	\$0	\$0 \$540,000
Bond Financing:	\$0	TOTAL		\$0	\$540,000	\$0	\$0 \$540,000
Construction Engineering:	\$545,000						
Contingencies	\$220,000						
Indirect							
Other:	\$415,000						
<b>Total:</b>	<b>\$12,720,000</b>						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	E
COUNTY:	McLennan	LIMITS FROM:	FM 1695	YOE COST:	\$73,500
HIGHWAY NUM:	US 84	LIMITS TO:	SH 6 / South Loop 340		
CSJ:	0055-08-121	MPO PROJECT ID:	S-048E		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Realign on and off ramps from Diamond to "X" configuration and construct auxillary lanes				<b>PROJECT HISTORY:</b>
REMARKS:	Note: Project under development, funding commitment beyond FY 2024				
CONTRACT CSJ:					
ANCESTORT CSJ:					
DESCENDENT CSJ:					
ROW/CON CSJ:					

Construction:	\$1,500,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$73,500		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$35,000	2U - Urban Mobility		\$0	\$73,500	\$0	\$0
Bond Financing:	\$0	TOTAL		\$0	\$73,500	\$0	\$0
Construction Engineering:	\$70,500						
Contingencies	\$45,000						
Indirect	\$0						
Other:	\$67,500						
<b>Total:</b>	<b>\$1,791,500</b>						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	E
COUNTY:	McLennan	LIMITS FROM:	0.5 miles south of FM 2311	YOE COST:	\$980,000
HIGHWAY NUM:	SH 31	LIMITS TO:	0.5 miles north of FM 939		
CSJ:	0162-01-097	MPO PROJECT ID:	S-061, S-066		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Construct new overpasses and approaches			<b>PROJECT HISTORY:</b>	

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ:  
DESCENDENT CSJ:  
ROW/CON CSJ:

Construction:	\$20,000,000	AUTHORIZED FUNDING BY CATEGORY / SHARE						
Preliminary Engineering:	\$980,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL	
Right of Way Acquisition:	\$0	2U - Urban Mobility		\$0	\$980,000	\$0	\$0	\$980,000
Bond Financing:	\$0	TOTAL		\$0	\$980,000	\$0	\$0	\$980,000
Construction Engineering:	\$995,000							
Contingencies	\$500,000							
Indirect	\$0							
Other:	\$665,000							
Total:	\$23,140,000							

Engineering  
Construction Projects

FY 21

FY 21

Waco Metropolitan Area

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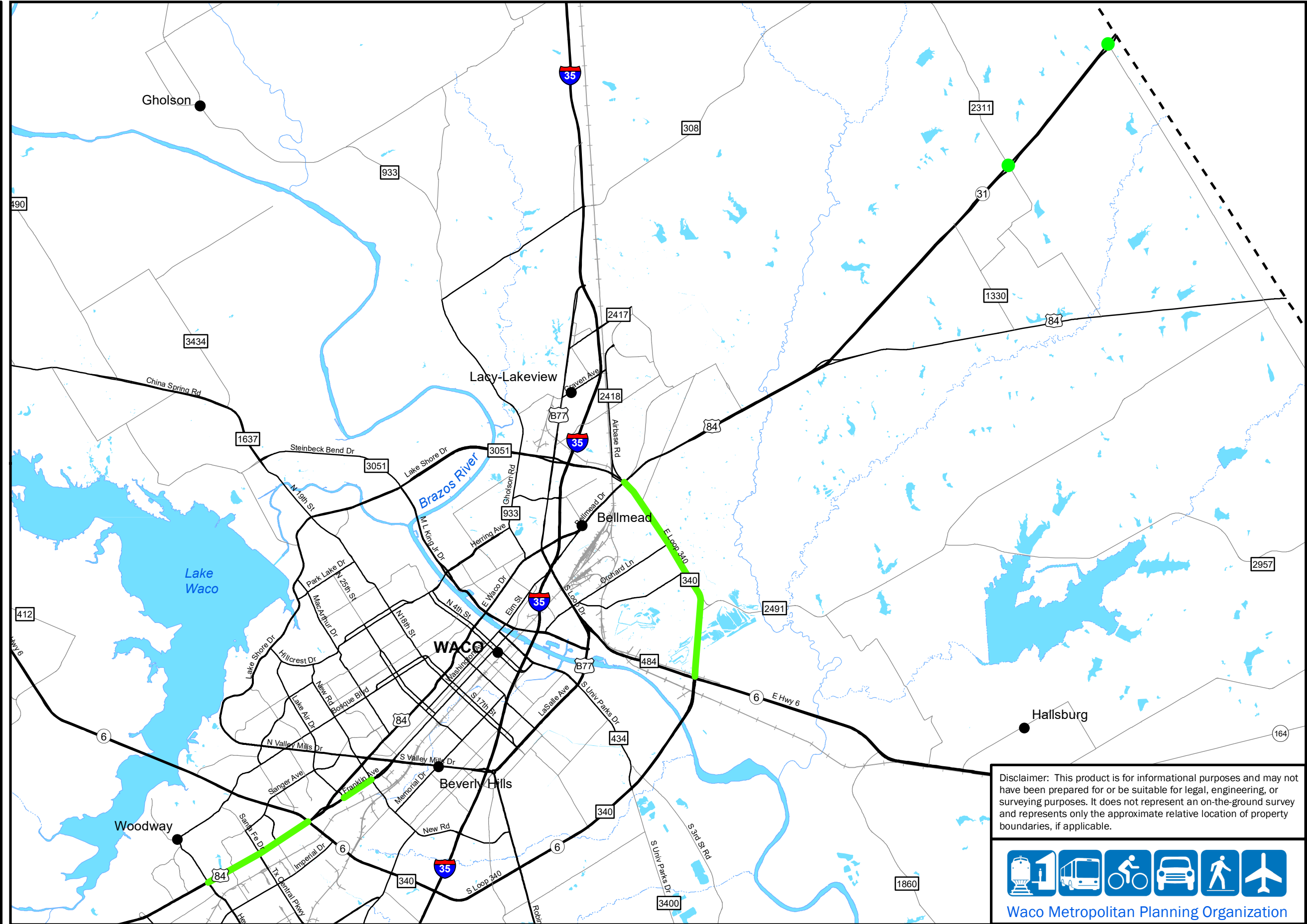
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Miles

March 2020

Map 2  
Waco Metropolitan & Urbanized Area  
2021-2024 Transportation Improvement Projects  
Engineering Projects



**Right of Way Phases**

This section identifies those projects for which the acquisition of right of way has been authorized within the timeframe of the TIP. This works also includes the relocation of any utilities, if necessary. The acquisition of right of way may proceed only if the necessary engineering studies and environmental assessments have been completed. Right-of-way projects are shown on Map 2.

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	R
COUNTY:	McLennan	LIMITS FROM:	US 84	YOE COST:	\$2,253,000
HIGHWAY NUM:	SH 6	LIMITS TO:	IH-35		
CSJ:	0258-09-142	MPO PROJECT ID:	S-034A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		

DESCRIPTION: Construct continuous frontage roads, bridges, and reconstruct on & off ramps

REMARKS:

CONTRACT CSJ:

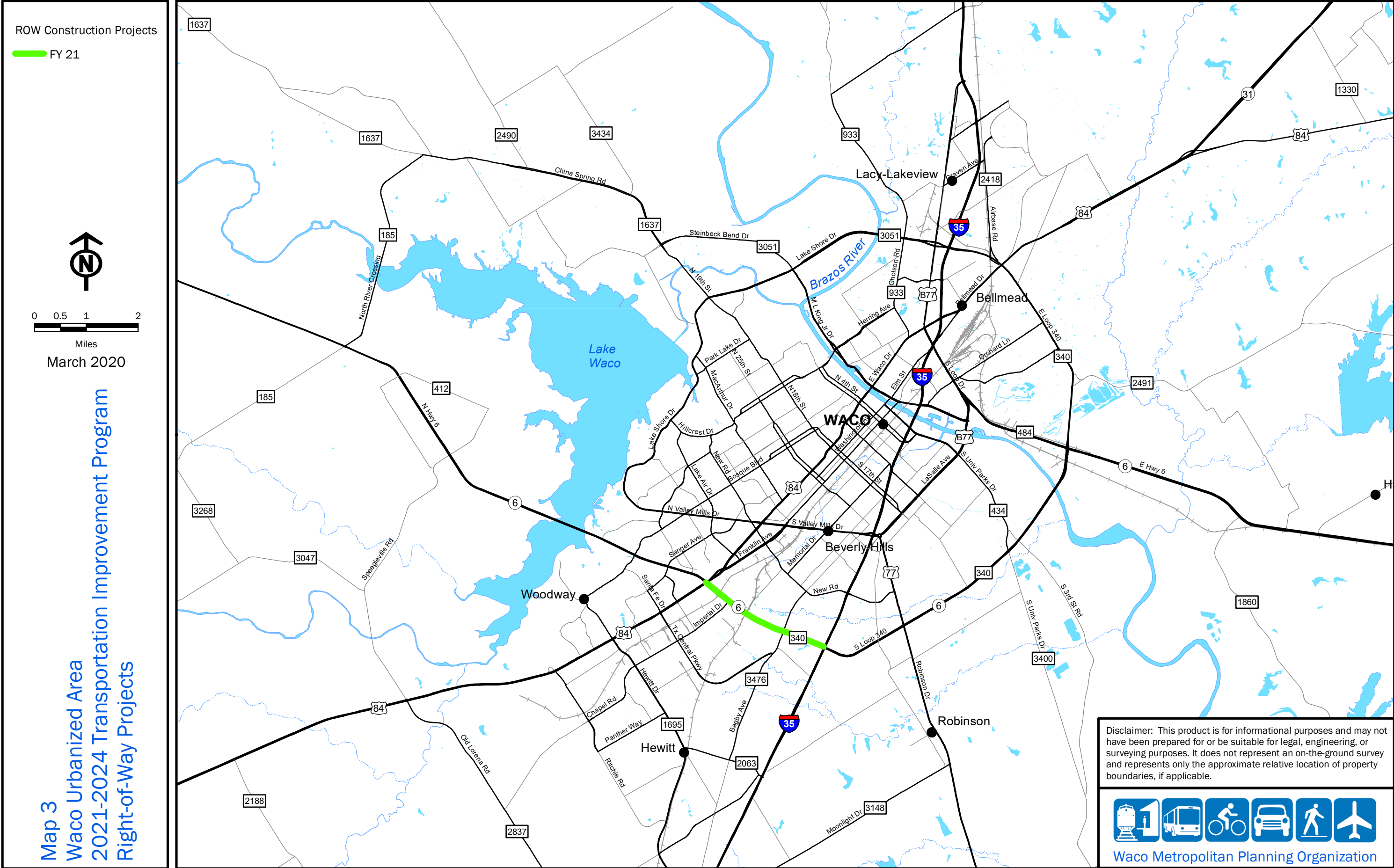
ANCESTORT CSJ: 0258-09-901

DESCENDENT CSJ:

ROW/CON CSJ:

**PROJECT HISTORY:**

Construction:	\$44,000,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$1,500,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$2,253,000	2U - Urban Mobility		\$0	\$2,253,000	\$0	\$0
Bond Financing:	\$0	TOTAL		\$0	\$2,253,000	\$0	\$0
Construction Engineering:	\$1,430,000						
Contingencies	\$900,000						
Indirect	\$0						
Other:	\$1,365,000						
<b>Total:</b>	<b>\$51,448,000</b>						





### **Construction Phases**

This section identifies those projects for which construction has been authorized within the timeframe of the TIP. Construction phases may proceed only if the necessary engineering studies, environmental assessments and right of way acquisition have been completed. Construction phase projects are shown on Map 3.

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Hewitt	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	FM 2063 (Sun Valley Blvd)	YOE COST:	\$12,000,000
HIGHWAY NUM:	FM 2113	LIMITS TO:	FM 1695 (Hewitt Dr)		
CSJ:	2060-01-037	MPO PROJECT ID:	S-011		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		

DESCRIPTION: Widen pavement to include shoulders, continuous left turn lane, and curb and gutter

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ:  
DESCENDENT CSJ:  
ROW/CON CSJ:

**PROJECT HISTORY:**

Construction:	\$12,000,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$592,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$0	1 - Maintenance/Rehab	\$1,600,000	\$400,000		\$0	\$2,000,000
Bond Financing:	\$0	2U - Urban Mobility	\$8,000,000	\$2,000,000		\$0	\$10,000,000
Construction Engineering:	\$575,000	TOTAL	\$9,600,000	\$2,400,000		\$0	\$12,000,000
Contingencies	\$6,000						
Indirect	\$0						
Other:	\$530,000						
<b>Total:</b>	<b>\$13,703,000</b>						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	Irving Lee St	YOE COST:	\$10,000,000
HIGHWAY NUM:	IH-35	LIMITS TO:	South Loop 396 (Valley Mills Dr)		
CSJ:	0015-01-248	MPO PROJECT ID:	S-022H		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Construct continuous frontage road and improve intersections			<b>PROJECT HISTORY:</b>	

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ:  
DESCENDENT CSJ:  
ROW/CON CSJ:

Construction:	\$10,000,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$980,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$0	2U - Urban Mobility	\$8,000,000	\$2,000,000		\$0	\$0 \$10,000,000
Bond Financing:	\$0	TOTAL	\$8,000,000	\$2,000,000		\$0	\$0 \$10,000,000
Construction Engineering:	\$802,000						
Contingencies	\$284,000						
Indirect	\$0						
Other:	\$782,000						
<b>Total:</b>	<b>\$12,848,000</b>						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	South Loop 340	YOE COST:	\$38,000,000
HIGHWAY NUM:	IH-35	LIMITS TO:	Irving Lee St		
CSJ:	0015-01-249	MPO PROJECT ID:	S-022J		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		

DESCRIPTION: Reconstruct frontage rds, reconfigure on/off ramps, improve intersections and replace main In bridges and approaches at New Rd

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ:  
DESCENDENT CSJ:  
ROW/CON CSJ:

**PROJECT HISTORY:**

Construction:	\$38,000,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$1,788,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$0	2U - Urban Mobility	\$30,400,000	\$7,600,000		\$0	\$0 \$38,000,000
Bond Financing:	\$0	TOTAL	\$30,400,000	\$7,600,000		\$0	\$0 \$38,000,000
Construction Engineering:	\$1,463,000						
Contingencies	\$520,000						
Indirect	\$0						
Other:	\$1,427,000						
<b>Total:</b>	<b>\$43,198,000</b>						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2023**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	US 84	YOE COST:	\$44,000,000
HIGHWAY NUM:	SH 6	LIMITS TO:	IH-35		
CSJ:	0258-09-142	MPO PROJECT ID:	S-034A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		

DESCRIPTION: Construct continuous frontage rds, replace main ln bridges and approaches, improve intersections and reconstruct on/off ramps

**PROJECT HISTORY:**

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ: 0258-09-901  
DESCENDENT CSJ:  
ROW/CON CSJ:

		AUTHORIZED FUNDING BY CATEGORY / SHARE					
		FEDERAL	STATE	LOCAL	OTHER	TOTAL	
Construction:	\$44,000,000						
Preliminary Engineering:	\$1,500,000						
Right of Way Acquisition:	\$2,253,000	2U - Urban Mobility	\$35,200,000	\$8,800,000	\$0	\$0	\$44,000,000
Bond Financing:	\$0	TOTAL	\$35,200,000	\$8,800,000	\$0	\$0	\$44,000,000
Construction Engineering:	\$1,430,000						
Contingencies	\$900,000						
Indirect	\$0						
Other:	\$1,365,000						
<b>Total:</b>	<b>\$51,448,000</b>						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2023**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	SP 412 (McLaughlin Rd)	YOE COST:	\$8,000,000
HIGHWAY NUM:	SH 6	LIMITS TO:	FM 185 (Lady Bird Rd)		
CSJ:	0258-08-035	MPO PROJECT ID:	S-031A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Widen from 2 lanes to 4 lanes with center turn lane			<b>PROJECT HISTORY:</b>	

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ: 0258-08-901  
DESCENDENT CSJ:  
ROW/CON CSJ:

Construction:	\$8,000,000	AUTHORIZED FUNDING BY CATEGORY / SHARE					
Preliminary Engineering:	\$392,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$0	2U - Urban Mobility	\$6,400,000	\$1,600,000			\$8,000,000
Bond Financing:	\$0	TOTAL	\$6,400,000	\$1,600,000			\$8,000,000
Construction Engineering:	\$397,000						
Contingencies	\$160,000						
Indirect	\$0						
Other:	\$300,000						
Total:	\$9,249,000						

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**FY 2021**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	0.5 miles south of FM 2311	YOE COST:	\$20,000,000
HIGHWAY NUM:	SH 31	LIMITS TO:	0.5 miles north of FM 939		
CSJ:	0162-01-097	MPO PROJECT ID:	S-061, S-066		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Construct new main lane overpasses and approaches at FM 2311 and FM 939			<b>PROJECT HISTORY:</b>	

REMARKS:

CONTRACT CSJ:  
ANCESTORT CSJ:  
DESCENDENT CSJ:  
ROW/CON CSJ:

Construction:	\$20,000,000	<b>AUTHORIZED FUNDING BY CATEGORY / SHARE</b>					
Preliminary Engineering:	\$980,000		FEDERAL	STATE	LOCAL	OTHER	TOTAL
Right of Way Acquisition:	\$0	2U - Urban Mobility	\$8,000,000	\$2,000,000		\$0	\$10,000,000
Bond Financing:	\$0	4 - Urban Connectivity	\$8,000,000	\$2,000,000		\$0	\$10,000,000
Construction Engineering:	\$995,000	TOTAL	\$16,000,000	\$4,000,000		\$0	\$20,000,000
Contingencies	\$500,000						
Indirect	\$0						
Other:	\$665,000						
<b>Total:</b>	<b>\$23,140,000</b>						



Hwy Construction Projects

FY 21

FY 21

FY 23

Waco Metropolitan Area

0 0.5 1 2

Miles

March 2020

Map 4

Waco Metropolitan & Urbanized Area

2021-2024 Transportation Improvement Program

Highway Construction Projects

The map displays the Waco Metropolitan & Urbanized Area, highlighting highway construction projects for fiscal years 2021 (FY 21) and 2023 (FY 23). Major roads shown include Interstate 35 (I-35), Interstate 84 (I-84), and US Highway 84 (US-84). Local roads such as China Spring Rd, Steinbeck Bend Dr, and N 16th St are also labeled. Water bodies like Lake Waco and the Brazos River are depicted in blue. The map includes a legend for highway construction projects, a scale bar (0 to 2 miles), and a north arrow. A disclaimer in the bottom right corner states: "Disclaimer: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries, if applicable." Below the disclaimer are icons for various transportation modes: train, bus, bicycle, car, pedestrian, and airplane. The Waco Metropolitan Planning Organization logo is also present.

Document Path: S:\MPO\TIP\2021-2024 TIP\Draft Document\Maps\4 construction\_phase.mxd

## **Section 3: Public Transportation Projects**

This section outlines those regionally significant public transportation projects to be programmed between fiscal years 2021 and 2024. Note that project identifiers correspond to ids found within Connections 2045 – The Waco Metropolitan Transportation Plan.

**FY 2021 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,188,000
		State Funds from TxDOT	\$0
	CT-1S	Other Funds	\$324,000
Apportionment Year	2021	Fiscal Year Cost	\$1,512,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$1,512,000
	Preventative Maintenance Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$324,000
		State Funds from TxDOT	\$0
	CT-2S	Other Funds	\$81,000
Apportionment Year	2021	Fiscal Year Cost	\$405,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$405,000
	ADA Related Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,512,000
		State Funds from TxDOT	\$702,000
	CT-3S	Other Funds	\$702,000
Apportionment Year	2021	Fiscal Year Cost	\$2,916,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$2,916,000
	Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$151,200
		State Funds from TxDOT	\$0
	CT-4S	Other Funds	\$37,800
Apportionment Year	2021	Fiscal Year Cost	\$189,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$189,000
	Short Range Transportation Planning	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

**FY 2021 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	<b>5307</b>
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$54,000
		State Funds from TxDOT	\$0
	T-1	Other Funds	\$13,000
Apportionment Year	2021	Fiscal Year Cost	\$67,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$67,000</b>
	Purchase of Passenger Amenities	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	McLennan County Rural Transit District	Federal Funding Category	<b>5311</b>
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$48,300
		State Funds from TxDOT	\$48,300
	CT-6S	Other Funds	\$0
Apportionment Year	2021	Fiscal Year Cost	\$96,600
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$96,600</b>
	Rural Transportation Program - Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption	Notes	For Information Purposes Only

**FY 2022 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,236,000
		State Funds from TxDOT	\$0
	CT-1S	Other Funds	\$337,000
Apportionment Year	2022	Fiscal Year Cost	\$1,573,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$1,573,000
	Preventative Maintenance Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$337,000
		State Funds from TxDOT	\$0
	CT-2S	Other Funds	\$85,000
Apportionment Year	2022	Fiscal Year Cost	\$422,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$422,000
	ADA Related Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,572,500
		State Funds from TxDOT	\$730,100
	CT-3S	Other Funds	\$730,100
Apportionment Year	2022	Fiscal Year Cost	\$3,032,700
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$3,032,700
	Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$157,500
		State Funds from TxDOT	\$0
	CT-4S	Other Funds	\$39,500
Apportionment Year	2022	Fiscal Year Cost	\$197,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$197,000
	Short Range Transportation Planning	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

**FY 2022 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$56,500
		State Funds from TxDOT	\$0
	T-1	Other Funds	\$13,500
Apportionment Year	2022	Fiscal Year Cost	\$70,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$70,000</b>
	Purchase of Passenger Amenities	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	McLennan County Rural Transit District	Federal Funding Category	5311
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$48,300
		State Funds from TxDOT	\$48,300
	CT-6S	Other Funds	\$0
Apportionment Year	2022	Fiscal Year Cost	\$96,600
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$96,600</b>
	Rural Transportation Program - Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption	Notes	For Information Purposes Only

**FY 2023 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,286,000
		State Funds from TxDOT	\$0
	CT-1S	Other Funds	\$350,000
Apportionment Year	2023	Fiscal Year Cost	\$1,636,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$1,636,000
	Preventative Maintenance Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$350,500
		State Funds from TxDOT	\$0
	CT-2S	Other Funds	\$88,500
Apportionment Year	2023	Fiscal Year Cost	\$439,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$439,000
	ADA Related Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,635,500
		State Funds from TxDOT	\$760,000
	CT-3S	Other Funds	\$760,000
Apportionment Year	2023	Fiscal Year Cost	\$3,155,500
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$3,155,500
	Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$163,800
		State Funds from TxDOT	\$0
	CT-4S	Other Funds	\$41,200
Apportionment Year	2023	Fiscal Year Cost	\$205,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$205,000
	Short Range Transportation Planning	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		



**FY 2023 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$58,800
		State Funds from TxDOT	\$0
	T-1	Other Funds	\$14,000
Apportionment Year	2023	Fiscal Year Cost	\$72,800
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$72,800</b>
	Purchase of Passenger Amenities	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	McLennan County Rural Transit District	Federal Funding Category	5311
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$48,300
		State Funds from TxDOT	\$48,300
	CT-6S	Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$96,600
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$96,600</b>
	Rural Transportation Program - Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption	Notes	For Information Purposes Only

**FY 2024 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,338,000
		State Funds from TxDOT	\$0
	CT-1S	Other Funds	\$364,000
Apportionment Year	2024	Fiscal Year Cost	\$1,702,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$1,702,000
	Preventative Maintenance Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$365,000
		State Funds from TxDOT	\$0
	CT-2S	Other Funds	\$92,000
Apportionment Year	2024	Fiscal Year Cost	\$457,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$457,000
	ADA Related Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,701,000
		State Funds from TxDOT	\$790,500
	CT-3S	Other Funds	\$790,500
Apportionment Year	2024	Fiscal Year Cost	\$3,282,000
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$3,282,000
	Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$170,500
		State Funds from TxDOT	\$0
	CT-4S	Other Funds	\$43,000
Apportionment Year	2024	Fiscal Year Cost	\$213,500
Project Phase	n/a		
Brief Project Description		Total Project Cost	\$213,500
	Short Range Transportation Planning	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

**FY 2024 TRANSIT PROJECT DESCRIPTIONS**  
**WACO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Waco Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$61,200
		State Funds from TxDOT	\$0
	T-1	Other Funds	\$14,600
Apportionment Year	2024	Fiscal Year Cost	\$75,800
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$75,800</b>
	Purchase of Passenger Amenities	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	McLennan County Rural Transit District	Federal Funding Category	5311
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$48,300
		State Funds from TxDOT	\$48,300
	CT-6S	Other Funds	\$0
Apportionment Year	2024	Fiscal Year Cost	\$96,600
Project Phase	n/a		
Brief Project Description		Total Project Cost	<b>\$96,600</b>
	Rural Transportation Program - Operating Expenses	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	n/a		
Amendment Date & Action	June, 2020 - Adoption	Notes	For Information Purposes Only

## Section 4: Bicycle and Pedestrian Projects

This section identifies those regionally significant bicycle and pedestrian projects to be programmed between fiscal years 2021 and 2024. Note that project identifiers correspond to IDs found within Connections 2045 – The Waco Metropolitan Transportation Plan. The bicycle and pedestrian projects are shown on Map 3.

**Project:** Waco- Historic Elm Ave Bike / Ped Infrastructure  
**Program:** Transportation Alternatives Set-Aside  
**Fiscal Year:** 2021  
**Applicant:** City of Waco  
**Extent:** N University Parks Drive to Forrest St / Garrison St  
**MPO ID** BP-001  
**TxDOT ID** CSJ 0909-22-182

Construct continuous sidewalks, bike lanes and streetscape improvements

**Project:** J.H. Hines Elementary School Sidewalks  
**Program:** Safe Routes to School  
**Fiscal Year:** 2021  
**Applicant:** City of Waco  
**Extent:** Garrison St from Hines Elementary to Taylor St; Clifton St/Elm Ave from Chestnut St to Garrison St  
**MPO ID** BP-004  
**TxDOT ID** CSJ 0909-22-185

Construct sidewalks along Garrison St from JH Hines Elem School to Taylor St; along Elm Ave at Garrison St to Clifton St; along Clifton St from Elm Ave to Chestnut St

**Project:** Lorena Elementary & Middle Schools  
**Program:** Safe Routes to School  
**Fiscal Year:** 2022  
**Applicant:** City of Lorena  
**Extent:** Williams Rd from Lorena Middle School; N Houston St to Lorena Elementary School  
**MPO ID** BP-005  
**TxDOT ID** CSJ 0909-22-186

Construct sidewalks along Williams Rd from the existing Lorena Middle School sidewalk and extend along the south side of Williams Rd to N Houston St, turning south on N Houston St connecting to the sidewalk at the Lorena Elementary School

**Project:** Lorena Downtown Streetscape Revitalization  
**Program:** Transportation Alternatives  
**Fiscal Year:** 2022  
**Applicant:** City of Lorena  
**Extent:** Center St from McBrayer St to Bordon St  
**MPO ID** BP-006  
**TxDOT ID** CSJ 0909-22-187

Construct ADA compliant sidewalks on both sides of Center St from McBrayer St to Bordon St to include roadway bumpouts and ADA compliant parking spaces

Bike & Ped Projects

FY 21

FY 22

March 2020

Map 5

Waco Metropolitan & Urbanized Area

2021-2024 Transportation Improvement Program

Bicycle & Pedestrian Construction Projects

City of Waco

Legend:

- FY 21
- FY 22

Scale: 0, 500, 1,000, 2,000 Feet

City of Lorena

Legend:

- FY 21
- FY 22

Scale: 0, 500, 1,000, 2,000 Feet

Disclaimer: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries, if applicable.

Waco Metropolitan Planning Organization

Document Path: S:\MPO\TIP\2021-2024 TIP\Draft Document\Maps\5 bike\_ped\_projects.mxd

## **Section 5: Description of Anticipated Effect of TIP projects toward achieving performance targets**

Connections 2045: The Waco Metropolitan Transportation Plan (MTP) incorporates into its guiding principles each of the FAST Act required performance targets adopted or supported by the Waco MPO Policy Board at the time of adoption in January, 2020. MPO staff then developed a scoring criteria to evaluate and prioritize each project proposed for the MTP based upon how well the project is forecasted to help accomplish one or more of the regional targets as well as several other metrics identified as being important to the MPO Policy Board. The MTP project selection criteria can be found in Appendix B of the MTP. Projects forecasted to have a more significant positive impact generally score higher and result in a higher priority within the MTP. The highest MTP priorities are then identified within the Short-Range Priorities of the MTP recommendations which represent projects to be implemented by the year 2030. Short-Range priorities, however, are contingent upon sufficient resources being forecasted within the MTP financial forecast. Short-Range priorities are authorized for various project development phases, such as engineering, right of way acquisition and utility relocation. The goal is to have these projects ready for construction or implementation once sufficient funds have been identified. Once formal funding commitments have been made for these projects, inclusion into the TIP is proposed by MPO staff.

The projects proposed for inclusion within the 2021-2024 TIP are consistent with the highest priorities identified within the MTP. These are the projects the MTP evaluation criteria anticipate will have the greatest impact on helping the Waco region achieve its FAST Act targets. In addition, these are the projects which are ready for one or more phases of implementation and have received a formal commitment of funding.

## Section 6: Fiscal Constraint and Financial Summary

In order for a project to be included within the TIP, a source of funding must be identified and committed to the project. The Texas Department of Transportation has 12 different funding categories to fund highway projects. Note that the Waco Region is not eligible for certain categories of funding. Table 6.1 identifies the funds available for highways to the Waco MPO Region by funding category and project costs. Categorical projects are fiscally constrained on a statewide basis but not necessarily for each metropolitan area.

Transit projects include all operating funds allocated to Waco Transit and any capital purchases / construction that have received a financial commitment. Table 6.2 identifies the funds available for transit to the Waco MPO Region by category and project cost.



## Waco MPO

## Initial FY 2021 - 2024 Transportation Improvement Program

## Funding by Category

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$73,071,500	\$73,071,500	\$0	\$0	\$52,000,000	\$52,000,000	\$0	\$0	\$125,071,500	\$125,071,500
3	Non-Traditionally Funded Transportation Project	\$72,160	\$72,160	\$0	\$0	\$0	\$0	\$0	\$0	\$72,160	\$72,160
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$3,862,778	\$3,862,778	\$2,631,809	\$2,631,809	\$0	\$0	\$0	\$0	\$6,494,587	\$6,494,587
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$89,006,438	\$89,006,438	\$2,631,809	\$2,631,809	\$52,000,000	\$52,000,000	\$0	\$0	\$143,638,247	\$143,638,247

## Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$67,241,778	\$2,261,821	\$41,600,000	\$0	\$111,103,599
State	\$21,071,500	\$0	\$10,400,000	\$0	\$31,471,500
Local Match	\$693,160	\$369,988	\$0	\$0	\$1,063,148
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$89,006,438	\$2,631,809	\$52,000,000	\$0	\$143,638,247



**Transit Financial Summary**  
**Waco Metropolitan Planning Organization**  
**FY 2021- 2024 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Current as of 07/15/ 2019

Transit Program		FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,229,200	\$1,859,800	\$5,089,000	\$3,359,500	\$1,935,200	\$5,294,700	\$3,494,600	\$2,013,700	\$5,508,300
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA			\$0			\$0			\$0
13	Regionally Significant or Other			\$0			\$0			\$0
<b>Total Funds</b>		<b>\$3,229,200</b>	<b>\$1,859,800</b>	<b>\$5,089,000</b>	<b>\$3,359,500</b>	<b>\$1,935,200</b>	<b>\$5,294,700</b>	<b>\$3,494,600</b>	<b>\$2,013,700</b>	<b>\$5,508,300</b>
<b>Transportation Development Credits</b>										
<b>Requested</b>										
<b>Awarded</b>										

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2024			FY 2021-2024 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,635,700	\$2,094,600	\$5,730,300	\$13,719,000	\$7,903,300	\$21,622,300
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA			\$0	\$0	\$0	\$0
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$3,635,700</b>	<b>\$2,094,600</b>	<b>\$5,730,300</b>	<b>\$13,719,000</b>	<b>\$7,903,300</b>	<b>\$21,622,300</b>
<b>Transportation Development Credits</b>							
<b>Requested</b>							
<b>Awarded</b>							

# Appendix A: Board & Committee Membership and Staff Fiscal Year 2020

## MPO Policy Board

### Chair

Mr. Jacob Bell

Citizen Representative, City of Waco

### Vice-Chair

Hon. Jim Holmes

Councilmember, City of Waco

### Members

Mr. Keith Bond

City Manager, City of Lacy-Lakeview

Mr. Josh Borderud

Plan Commission, City of Waco

Hon. Kyle Deaver

Mayor, City of Waco

Hon. Bert Echterling

Mayor, City of Robinson

Mr. Kevin P. Evans

City Manager, City of McGregor

Hon. Scott Felton

County Judge, McLennan County

Mr. Bradley Ford

Deputy City Manager, City of Waco

Hon. Travis Gibson

Mayor, City of Bellmead

Hon. Jim Jaska

Mayor, City of Ross

Hon. Will Jones

County Commissioner, McLennan County

Hon. John Kinnaird

Councilmember, City of Waco

Hon. Dillon Meek

Councilmember, City of Waco

Mr. Shawn Oubre

City Manager, City of Woodway

Mr. Joseph Pace

City Manager, City of Lorena

Hon. Hector Sabido

Councilmember, City of Waco

Mr. Stan Swiatek, P.E.

District Engineer, Texas Dept of Transportation

Mr. Everett "Bo" Thomas

City Manager, City of Hewitt

### Ex-Officio Members

The Honorable Charles "Doc" Anderson

Texas House of Representatives

The Honorable Brian Birdwell

Texas Senator

The Honorable John Cornyn

U.S. Senator

The Honorable Ted Cruz

U.S. Senator

The Honorable Bill Flores

U.S. House of Representatives, District 17

The Honorable Kyle Kacal

Texas House of Representatives, District 12

Ms. Barbara Maley, AICP

Federal Highway Administration

Mr. Tony Ogboli

Federal Transit Administration

## MPO Technical Committee

Anthony Beach	City of Bellmead, BSP Engineers, Inc.
Keith Bond	City Manager, City of Lacy-Lakeview
Christi Bonham	Transportation Planner, Waco District, TxDOT
Amy Burlarley-Hyland, P.E.	Interim Director of Public Works, Engineering & CIP, City of Waco
Thomas Dahl, P.E.	City Engineer, City of Waco
Leola Davis	Transportations Director, Meals on Wheels
Mitch Davison, P.E.	City Engineer, City of Woodway
Tom Dickson	Chief of Police, City of Lorena
Zane Dunnam, P.E.	County Engineer, McLennan County
Joseph Dvorsky	Director of Service Development, City of Waco, Waco Transit System, Inc.
Victor Goebel, P.E.	Director, Transportation Planning and Development, Waco District, TxDOT
Hon. David Gonzales	Mayor, City of Beverly Hills
Brigida Gonzalez	Transportation Planner, Transportation Planning & Programming Division, TxDOT
Jeff Jackson, P.E.	Assistant Area Engineer, McLennan County, TxDOT
Hon. Jim Jaska	Mayor, City of Ross
Francisco Leos	Citizen Representative, City of McGregor
Joel Martinez	Airport Manager, City of Waco
Karl McNair	Baylor University, Director of Real Estate Services
Matt Meadors	President / CEO, Greater Waco Chamber of Commerce
Clint Peters, AICP	Director Development Services, City of Waco
Serena Stevenson	General Manager, Waco Transit System, Inc.
Debbie Tahiri	Public Transportation Coordinator, Waco District, TxDOT
Clayton Zacha, P.E.	Area Engineer, McLennan County, TxDOT

## MPO Staff

Mr. Christopher Evilia, AICP	Director
Ms. Diane Cano	Staff Assistant
Ms. Chelsea Phlegar, AICP	Senior Planner
Ms. Annette Shepherd	Senior Planner

## Appendix B: Glossary

**AMERICANS WITH DISABILITY ACT OF 1990 (ADA):** A federal law mandating changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. The act applies not just to projects utilizing federal dollars, but all new public places, conveyances, and employers.

**CSJ: Control Section Job Number - TxDOT assigned number for projects entered into the Project Development Program (PDP).**

**DEPARTMENT OF TRANSPORTATION (DOT):** The U.S. Department of Transportation.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA):** The agency of U.S. DOT with jurisdiction over highways.

**FEDERAL TRANSIT ADMINISTRATION (FTA):** The agency of U.S. DOT with jurisdiction over transit. Formerly the Urban Mass Transit Administration (UMTA).

**HIGHWAYS:** Term applied to roads, streets, parkways, or expressways and also includes rights of way, bridges, railroad crossings, drainage tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

**LEVEL OF SERVICE (LOS):** A statistic used to estimate the level of congestion a particular highway facility is either currently experiencing or is expected to experience in the future. LOS is usually measured by taking the current or projected daily traffic volume and dividing it by the estimated traffic capacity of the highway (see volume to capacity ratio). LOS is then given in terms of the letters A through F where LOS "A" represents free flow conditions and LOS "F" represents extreme congestion during peak driving periods. LOS "F" is defined as a volume to capacity ratio of 1.0 or greater.

**METROPOLITAN PLANNING ORGANIZATION (MPO):** The agency designated by the Governor (or Governors in multi-state areas) to administer the federally required planning process in a metropolitan area with an urbanized area population greater than 50,000. The MPO is responsible for oversight regarding the expenditure of federal transportation funds within the metropolitan area. This oversight is governed by the 25 year metropolitan transportation plan and the transportation improvement program.

**METROPOLITAN TRANSPORTATION PLAN (MTP):** A document, formerly known as the Long Range Transportation Plan, which identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements during the 25 year planning period. To receive federal transportation funds, a project must be included within the MTP and the Transportation Improvement Program (TIP).

**NATIONAL AMBIENT AIR QUALITY STANDARD (NAAQS):** Federally mandated maximum levels for air pollutants such as ozone, carbon dioxide, particulate matter, sulfur dioxide, nitrous oxide, and lead.

**NATIONAL ENVIRONMENTAL POLICY ACT (NEPA):** Federal Law which requires the documentation of any and all environmental impacts for any project utilizing federal monies. Any finding of a significant environmental impact requires an assessment of those impacts and the evaluation of alternatives to reduce, mitigate, or eliminate those impacts.

**NON-ATTAINMENT AREA:** A designation by the Environmental Protection Agency of any place in the United States that fails to meet the National Ambient Air Quality Standard (NAAQS).

PROJ ID: MPO assigned project identification number.

RIGHT OF WAY (ROW): Land that is either purchased or dedicated for the construction of public improvements (e.g. highways, airports, water or sewer lines, etc.).

SAFE, ACCOUNTABLE, FLEXIBLE AND EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU): The reauthorization bill for the Transportation Efficiency Act For The 21st Century (TEA-21)

SURFACE TRANSPORTATION PROGRAM (STP): One of the key capital programs within Title I of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued within TEA-21 and SAFETEA-LU. It provides flexibility in expenditures of funds dedicated for highways for non-motorized and transit modes as well as for transportation enhancements.

TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT): Agency responsible for construction and maintenance of state highway facilities, oversees the operation of public transit agencies in Texas, and provides oversight for rail, water and air transportation in Texas. TxDOT also oversees the distribution and regulation of planning funds to the MPOs.

TITLE VI, CIVIL RIGHTS ACT: No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

TRANSPORTATION CONTROL MEASURE (TCM): Any measure designed to reduce congestion, emissions, and other traffic problems. These measures are typically implemented in order that a Non-Attainment Area meet the requirements within the National Ambient Air Quality Standard (NAAQS).

TRANSPORTATION ENHANCEMENTS: Refers to projects which "enhance" an existing or proposed transportation facility. Examples include provision of facilities for pedestrians or bicyclists, landscaping or other scenic beautification projects, historic preservation, control or removal of outdoor advertising, archeological planning and research, and mitigation of water pollution due to highway runoff.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A four year transportation construction and implementation document designed to provide local input into the investment of federal transportation funds.

UNIFIED PLANNING WORK PROGRAM (UPWP): Biennial report or budget document prepared by the Waco MPO describing transportation planning activities which will be performed by the MPO.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT): Principal federal funding and regulating agency for transportation facilities.


URBANIZED AREA: A census classification for an area having a population of 50,000 or greater and meets census defined population density requirements.

VOLUME TO CAPACITY RATIO (V/C RATIO): A statistics defined as the current or projected daily traffic volume divided by the estimated traffic capacity of the highway. Used for defining the Level of Service (LOS) for a particular highway.

## Appendix C: MPO Self-Certification – Air Quality Attainment Area

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation and the Waco Metropolitan Planning Organization for the Waco urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303 and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37 and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

DocuSigned by:  
  
Star Swinton, P.E.  
District Engineer, Waco District  
Texas Department of Transportation

6/12/2020

Date

  
Jacob Bell  
Waco Metropolitan Planning Organization  
Policy Board Chairperson

6/18/2020

Date

## **Appendix D: Projects Undergoing Environmental Assessment**

This Appendix contains projects that are scheduled for implementation beyond the four years of the TIP time frame. Each project is identified within Connections 2045: The Waco Metropolitan Transportation Plan and may be under some phase of development as identified within the Texas Department of Transportation Unified Transportation Program. These projects are included in this appendix to recognize some commitment on the part of the Waco MPO Policy Board to implement these phases of work at a future date pending a formal commitment of funding. Note: Inclusion of a project or phase of work within Appendix D of this document in no way implies that these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any current commitment of construction funding.

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**APPENDIX D**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	US 84 (Bellmead Dr)	YOE COST:	\$23,500,000
HIGHWAY NUM:	East Loop 340	LIMITS TO:	Lp 484 (Marlin Hwy)		
CSJ:	2362-01-034	MPO PROJECT ID:	S-001A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Widen to 4 lanes divided				

REMARKS: Note: Project under development, funding commitment beyond FY 2024

CONTRACT CSJ:

ANCESTORT CSJ: 2362-01-901

DESCENDENT CSJ:

ROW/CON CSJ:

**PROJECT HISTORY:**

Construction:	\$23,500,000
Preliminary Engineering:	\$1,225,000
Right of Way Acquisition:	\$0
Bond Financing:	\$0
Construction Engineering:	\$1,170,000
Contingencies	\$470,000
Indirect	\$0
Other:	\$900,000
<b>Total:</b>	<b>\$27,265,000</b>

**NO CURRENT FUNDING COMMITMENT**



**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**APPENDIX D**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	Lake Air Dr	YOE COST:	\$11,000,000
HIGHWAY NUM:	SP 298	LIMITS TO:	New Road		
CSJ:	0055-08-120	MPO PROJECT ID:	S-039A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Reconstruct New Road interchange, add dual left turn and u-turn lanes, relocate main lanes to frontage road, remove old main lanes				<b>PROJECT HISTORY:</b>
REMARKS:	Note: Project under development, funding commitment beyond FY 2024				
CONTRACT CSJ:					
ANCESTORT CSJ:	0055-08-901				
DESCENDENT CSJ:					
ROW/CON CSJ:					

Construction:	\$11,000,000
Preliminary Engineering:	\$540,000
Right of Way Acquisition:	\$0
Bond Financing:	\$0
Construction Engineering:	\$545,000
Contingencies	\$220,000
Indirect	
Other:	\$415,000
<b>Total:</b>	<b>\$12,720,000</b>

**NO CURRENT FUNDING COMMITMENT**

**TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024**

**WACO METROPOLITAN PLANNING ORGANIZATION**

**APPENDIX D**

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	FM 1695	YOE COST:	\$1,500,000
HIGHWAY NUM:	US 84	LIMITS TO:	SH 6 / South Loop 340		
CSJ:	0055-08-121	MPO PROJECT ID:	S-048E		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Realign on and off ramps from Diamond to "X" configuration and construct auxillary lanes				<b>PROJECT HISTORY:</b>
REMARKS:	Note: Project under development, funding commitment beyond FY 2024				
CONTRACT CSJ:					
ANCESTORT CSJ:					
DESCENDENT CSJ:					
ROW/CON CSJ:					

Construction:	\$1,500,000
Preliminary Engineering:	\$73,500
Right of Way Acquisition:	\$35,000
Bond Financing:	\$0
Construction Engineering:	\$70,500
Contingencies	\$45,000
Indirect	\$0
Other:	\$67,500
<b>Total:</b>	<b>\$1,791,500</b>

**NO CURRENT FUNDING COMMITMENT**

TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

WACO METROPOLITAN PLANNING ORGANIZATION

APPENDIX D

TXDOT DISTRICT:	Waco	CITY:	Waco	PHASE:	C
COUNTY:	McLennan	LIMITS FROM:	US Bus 77	YOE COST:	\$12,000,000
HIGHWAY NUM:	FM 434	LIMITS TO:	Garden Dr		
CSJ:	0833-04-048	MPO PROJECT ID:	S-019A		
REVISION DATE:	Jun-20	PROJECT SPONSOR:	TxDOT		
DESCRIPTION:	Widen from 2 lanes to 4 lanes divided, add curb and gutter and bicycle/pedestrian accommodations				<b>PROJECT HISTORY:</b>
REMARKS:	Note: Project under development, funding commitment beyond FY 2024				
CONTRACT CSJ:					
ANCESTORT CSJ:					
DESCENDENT CSJ:					
ROW/CON CSJ:					

Construction:	\$12,000,000
Preliminary Engineering:	\$0
Right of Way Acquisition:	\$0
Bond Financing:	\$0
Construction Engineering:	\$590,000
Contingencies	\$275,000
Indirect	\$0
Other:	\$625,000
<b>Total:</b>	<b>\$13,490,000</b>

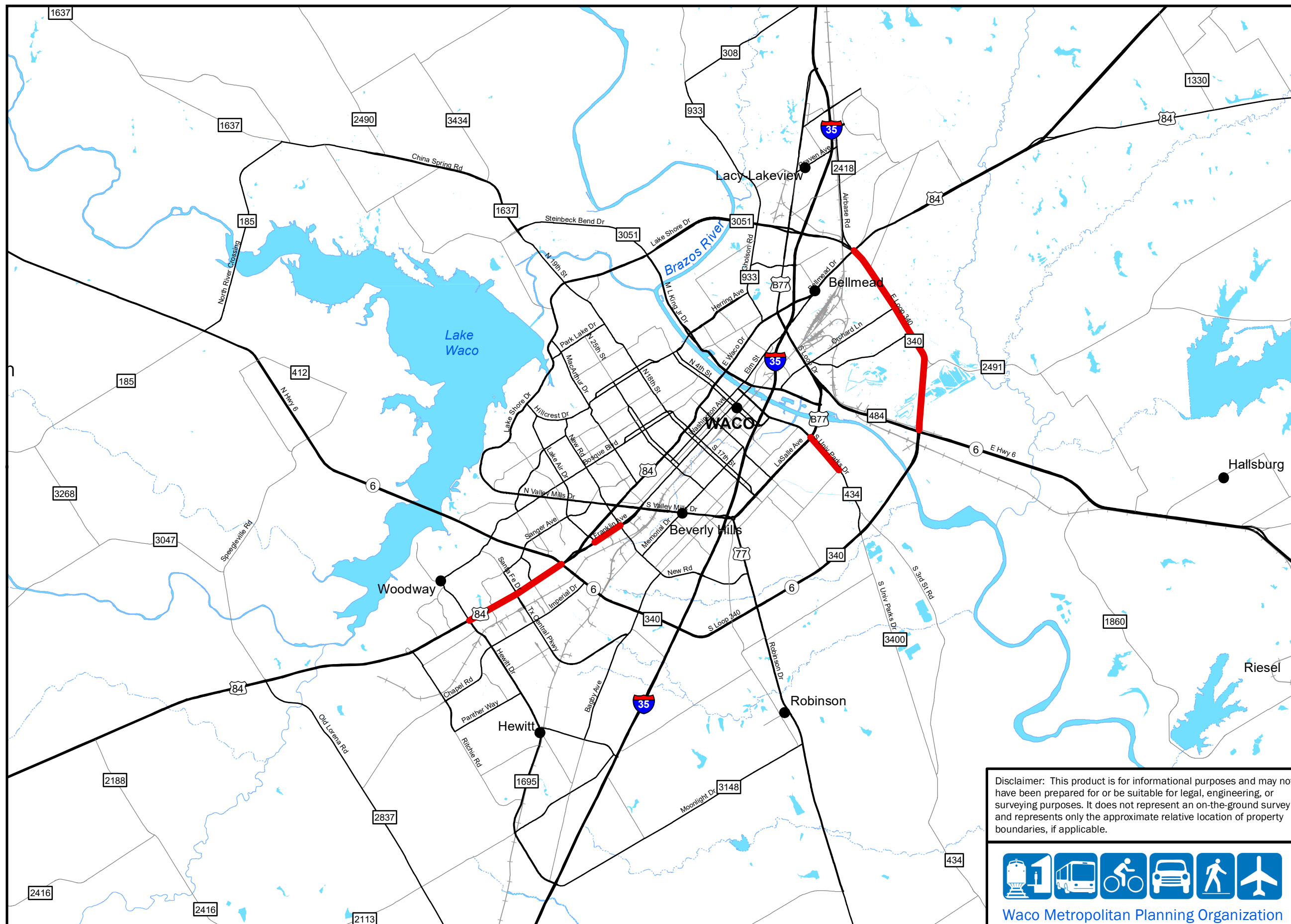
**NO CURRENT FUNDING COMMITMENT**

**QUESTION**



March 2020

Waco Urbanized Area  
2021-2024 Transportation Improvement Program  
Appendix D: Highway Projects Beyond Year 2024



Disclaimer: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries, if applicable.



Waco Metropolitan Planning Organization

## Appendix E: Public Involvement Process and Comments

The Waco MPO solicited public input into the draft TIP consistent with requirements identified within the Waco MPO Public Participation Plan. A formal public comment period on the TIP was opened on April 20, 2020 and closed on June 5, 2020. The public comment period was advertised in accordance to requirements identified within the MPO public participation plan.

The draft TIP was uploaded to the MPO website for public review during the formal comment period and was available for viewing at the City of Waco / Dr. Mae Jackson Development Center and at the Waco Transit System Administration Office.

On March 13, 2020, the Governor of Texas issued a Public Health Disaster Declaration to reduce the spread of coronavirus (SARS-CoV-2) and the subsequent disease referred to COVID-19. This order was subsequently extended twice to eventually expire on June 15, 2020. Included within the declaration was a requirement that public gatherings of more than 10 persons in one place were not permitted unless specifically exempted or deemed an essential service. In addition, the declaration suspended several provisions of the Texas Open Meetings Act to permit public meetings by governmental agencies to be conducted virtually and therefore comply with the public gathering prohibition. The MPO public process was not exempted from the public gathering prohibition nor was considered an essential service under the declaration. As a result of these emergency social distancing requirements, the MPO modified its process of soliciting public comment on the draft 2021-2024 TIP to be conducted through exclusively virtual means.

The draft TIP was presented at two virtual public meetings conducted by conference call for the purpose of obtaining public input:

- Wednesday, May 20, 2020 at 12 noon
- Wednesday, May 20, 2020 at 5:30 PM

In accordance with the aforementioned social distancing requirements, these meetings were not conducted in-person and participants were instructed to use a conference call number in order to participate. A PowerPoint presentation was created by MPO staff and uploaded to the MPO website in advance of the meetings for members of the public to download and review the presentation materials at their convenience.

Information for accessing these meetings by conference call was made available for viewing online on Friday, May 15, 2020, and through public notices and press releases published beginning on Sunday, May 17 in accordance with noticing requirements identified within the MPO public participation plan.

## Appendix F: Amendments