

Connections 2045: The Waco Metropolitan Transportation Plan Amendment 5



Developed by the Waco Metropolitan Planning Organization
in cooperation with the following agencies:



Proposed Amendment 5: January 2024 Public Review Draft

amendment 5: January 2024

purpose and need for amendment

Revision to Short-Term Priorities in Strategy 2

Occasionally during the schematic development or environmental study phase of a transportation project, changes to the scope of work, project limits or costs are identified which are significant enough to warrant an amendment. These changes are often because the planning process often cannot anticipate all possible circumstances constraining a project or determine where logical termini ought to be located. This amendment aligns revised project costs with those identified within the engineering design phase. This amendment revises the estimated project cost for Project ID: S-048E (Priority 4).

Revisions to Short-Term Priorities in Strategy 6

The City of Waco on behalf of the Waco Transit System receives an annual federal formula allocation through the Federal Transit Administration's (FTA) Grants for Buses and Bus Facilities program (49 U.S.C. 5339) that is used to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct and modify bus-related facilities.

As a result of this funding commitment, this amendment adds Project T-5339a to the Metropolitan Transportation Plan as a funded recommendation within Strategy 6: Provide Equal Access and Benefits to ensure consistency with FTA actions, Texas Transportation Commission actions, and project programming within the Waco MPO's Transportation Improvement Program. This project is intended to advance efforts to maintain a state of good repair for transit rolling stock.

revisions to project recommendations

strategy 2: improve safety and security

short term priorities (2020 to 2030)

Priority 4A
Project ID: S-048E

Note: This is a modification of the project extent, scope of work, and cost for a previously identified priority within the original adopted MTP. The priority for this project is changed to 4A. Scoring has not changed.

Facility: US 84 (Woodway Dr)
Extent: FM 1695 (Hewitt Dr) to SS 298
Current: 4 lane freeway with continuous frontage roads
Scope of Work: 1) Reconstruct main lanes, frontage roads, ramps, and interchanges
2) Add direct connects
Purpose and Need: Shift storage of traffic backing up from intersections from main lanes to frontage roads which have slower speeds and should reduce possibility of rear-end crashes.
Project Scoring: Good Repair: 10
Safety: 0*
Efficiency: -25
Livability: 13
Freight / Econ Dev: 75
Equity: -20
Total Score: 53

*Insufficient research has been conducted regarding quantifying the impact of changing ramp configurations on reducing crashes. Anecdotal evidence from similar projects within larger metro areas does suggest some reduction in both total crashes and severity for congested corridors.

Fiscal Constraint: Mobility: \$25.3
Maintenance: \$0.0
Safety: \$0.0
Connectivity: \$198.0

Work Phase	Cost*
Engineering	\$9.0
Right of Way	\$0.0
Construction	\$214.3 \$205.3**
Total	\$223.3 \$214.3

*In millions / **TXDOT Waco District is authorized to let between 2028 and 2033 but not yet attributed to a Funding Category.

strategy 6: provide equal access and benefits

Transit vehicle management categorical project

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

Project T-5339a identifies the federal funds provided through formula allocation from this program that will be used during fiscal years 2021 through 2025 to replace, rehabilitate and purchase transit vehicles and related equipment, as shown in Table A5-1.

table A5-1 –short term urban public transportation vehicle management categorical project

Project ID	FTA 5339 Allocation	Total Cost
T-5339a	\$2.97*	\$2.97*

*Estimated total of allocations for FYs 2021 through 2025 in millions

summary of recommendations

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

table A5-2 – changes to total costs of plan recommendations by strategy

Strategy	Short Term Cost*	Long Term Cost*	Percent of Amendment
1 - State of Good Repair	\$0.0	\$0.0	0.00%
2 - Safety	\$227.3 \$218.3	\$0.0	43.3%
3 - Efficiency	\$0.0	\$0.0	0.0%
4 - Livability	\$2.8	\$0.0	0.6%
5 - Mobility	\$276.9	\$0.0	54.9%
6 - Equity	\$3.7 \$6.7	\$0.0	1.3%

*In Millions

Note: Reduction in Long Term Costs because of the reprioritization of IH-35 4C from a long-term priority to a short-term priority

table A5-3 – changes to total costs of plan recommendations by transportation mode

Mode	Short Term Cost*	Long Term Cost*	Percent of Amendment
Highway	\$507.0 \$498.0	\$0.0	98.7%
Public Transportation	\$3.7 \$6.7	\$0.0	1.3%
Bicycle	\$0.0	\$0.0	0.0%
Pedestrian	\$0.0	\$0.0	0.0%
Passenger Rail	\$0.0	\$0.0	0.0%
Total Plan	\$510.7 \$504.7	\$0.0	100.00%

*In Millions

Note: Reduction in Long Term Costs because of the reprioritization of IH-35 4C from a long-term priority to a short-term priority

table A5-4 – total costs of plan recommendations by strategy after amendment

Strategy	Short-Term Cost*	Long-Term Cost*	Total Cost*	Percent of Plan
1 – State of Good Repair	\$467.1	\$771.9	\$1,239.0	50.7%
2 - Safety	\$265.7 \$256.7	\$20.7	\$286.4 \$277.4	11.3%
3 – Efficiency	\$33.5	\$64.1	\$97.6	4.0%
4 - Livability	\$47.0	\$7.4	\$54.4	2.2%
5 - Mobility	\$426.0	\$106.3	\$532.3	21.8%
6 – Equity	\$93.3 \$96.3	\$148.8	\$242.1 \$245.1	10.0%
Total Plan	\$1,332.6 \$1,326.6	\$1,119.2	\$2,451.8 \$2,445.8	100.0%

*In Millions