



# MOBILITY 2040

Killeen-Temple Metropolitan Planning Organization

## THE 2040 METROPOLITAN TRANSPORTATION PLAN

Over the last decade, Bell County and its neighboring counties in Central Texas between Dallas and Austin have experienced unprecedented growth. By 2040, the area is expected to add more than 200,000 people and 90,000 jobs. This is equivalent to adding another city the size of Killeen in just 25 years, and there are already more people on the road than the system has the capacity to handle. Planning for anticipated growth is critical now to ensure that people and goods can continue to move throughout the region reliably and to ensure the quality of life residents enjoy today will remain in the future. The metropolitan transportation planning process requires the development of long- and short-range strategies that help develop an integrated, intermodal transportation system that facilitates these goals, a task made more challenging by dwindling revenues from state and federal motor fuels taxes. The Killeen-Temple MPO's Mobility 2040 Plan was developed through a continuing, cooperative, and comprehensive regional planning process and identifies needs, financial resources, and priorities for the KTMPO area.



The KTMPO region is located in Central Texas and includes the urbanized areas surrounding Killeen and Temple. The planning area includes all of Bell County with portions of Coryell and Lampasas counties.

## SYSTEM EXPANSION

### MTP 2040 GOALS AT A GLANCE

- ⇒ **Improve mobility, reduce congestion**
- ⇒ **Improve access to jobs, homes, goods, and services**
- ⇒ **Improve safety, reliability, and efficiency in transportation system**
- ⇒ **Promote a healthier environment**
- ⇒ **Encourage regional coordination in decision making**

As the KTMPO region grows in population, demand on the transportation system will grow as well. The 2040 MTP identifies 157 roadway projects, 13 transit projects, and 17 bike/pedestrian projects for our region for the 25 year planning horizon. Through KTMPO's Congestion Management Process, congested areas will be identified and priority given to resulting remedial projects, but only \$657 million is available from state and federal funding to address these needs. Other priorities include expanding bike/pedestrian facilities and growing successful bus services.

## ROADWAY

Located centrally between Dallas - San Antonio and El Paso - Houston, Central Texas maintains major roadway facilities that are vital to commerce, manufacturing and the military. Within our region are nationally known manufacturers of goods, distributors of various products, nationally recognized medical facilities and the largest active duty armored post in the United States Armed Services.

In 2010, the Milken Institute released its 2010 Best Performing Cities rating. The Killeen - Temple Metropolitan area was considered the best metro area in the nation for overall business climate. Growth factors and expected pass-through traffic growth on our roadways will continue to warrant major investments for safe and reliable roadway facilities.

## TRANSIT

The use of public transit is an important tool for improving mobility throughout our region. Hill Country Transit District recommends \$11 million in vehicle capital investments across the region through the year 2040. In addition, the following special capital projects are under consideration:

### Intelligent Transportations Systems (ITS):

- Vehicle Monitoring Systems (surveillance cameras)
- Transfer Center Kiosks
- Upgraded Vehicle-to-Dispatch Communications System
- Transfer Center Security Systems
- Electronic Fare Payment Smart Cards

### Regional Multi-Modal Transportation

#### Facility:

- Transfer Terminal for transit system which could also accommodate intercity bus carriers and taxi cabs. Potential for development as a transit plaza with day care center, ATM machines, restaurants, shops, etc.

## KTMPO ACCOMPLISHMENTS IN PAST 5 YEARS

### **New Roadways:**

- US 190 Bypass in Copperas Cove
- SH 9 relief route in Copperas Cove

### **Roadway Expansions:**

- IH 35 widening: South Loop 363 to North Troy
- IH 35 widening: US 190 to FM 2843
- US 190 widening: Spur 172 (Main Gate) to FM 2410
- US 190 widening: SH 95 to 2 mi south of FM 436
- FM 2410 widening: Stan Schlueter to Roy Reynolds
- FM 2305 widening: SH 317 to FM 2271

### **Interchange/Overpass Projects:**

- US 190 @ Rosewood Dr
- US 190 @ Railhead Rd

## BICYCLE & PEDESTRIAN

Public input supports funding for bicycle and pedestrian improvements throughout the KTMPO region. The Transportation Alternatives Program (TAP) will provide a dedicated source of funding for these types of projects.

A sidewalk inventory conducted in 2010 shows 244 miles of sidewalks in the KTMPO region. The 2040 MTP proposes 17 projects to construct additional sidewalks and trails extending approximately 32 miles.

To accommodate and support multi-modal travel, Hill Country Transit District now provides bicycle racks on all fixed route buses.

KTMPO monitors the 2011 Pedestrian/Bicycle Plan goals and objectives to ensure identified needs are met for the region.

## MULTI-MODAL ALTERNATIVES

Multi Modal alternatives in the KTMP region include rail and trucking for freight while passengers are served through rail, air, motor coach and local bus transit facilities. Located on a Congressional High Priority Corridor, the KTMP area is one of the highest density freight zones in the United States. This corridor includes the Canada to Mexico, Dallas to San Antonio and Dallas to Houston markets. In addition to KTMP's strategic economic location for freight, the effective movement of Fort Hood troops/equipment/supplies by all modes of transportation are a key factor in the security and safety of our nation.

### SAFETY

Safety issues are discovered in the region by analyzing the prevalence of crashes. The plan highlights the high crash locations and includes deeper analysis on:

- crash type
- crash location
- system user
- contributing cause

### QUALITY OF LIFE

Protecting the environment, whether natural or man-made, is a key factor in ensuring a high quality of life for the region's occupants. Sensitive environmental features and areas have been identified and the MPO coordinates with appropriate groups and agencies to develop applicable mitigation strategies. Sustainable practices, and context sensitive design and solutions, are also promoted by the MPO to preserve and enhance the region's quality of life.

KTMP monitors ozone levels via two air quality monitoring stations in the region; the KTMP region is currently in compliance with ozone standards. The MPO is promoting awareness of air quality issues, climate change and the impact greenhouse gas emissions have on air quality, and is also exploring participation in the Ozone Advance Program. A Congestion Management Process is in place to reduce roadway congestion which will also result in cleaner air.

### SECURITY

The transportation system's ability to respond and recover from an event is important to the well-being of its users. Central Texas Council of Government's Emergency Operation Plan lays out region-wide response management should a disaster occur in the region. The Killeen-Temple MPO monitors this plan to assess the ability of the system to respond to an event.

### FINANCING THE 2040 MTP

The 2040 MTP includes a total of 187 projects at an estimated cost of \$2.5 billion. However, with anticipated state and federal funding significantly reduced, forecasted revenue over the 25 year planning horizon is estimated at only \$657 million. The projected revenue allows 13 transit projects and 14 roadway projects to be fully funded. Fifteen additional roadway projects are broken out by phase and are partially funded. The remaining roadway projects are listed as unfunded. Fiscal constraint will be applied to the bike/pedestrian projects after appropriate scoring criteria have been established.

Reduced state and federal funding at a time when regional growth necessitates expansion of the transportation system will create a challenging environment and may require local entities to consider other financing options and partnerships.