

HISTORY

With the passing of the Federal Highway Transportation Act of 1962, the U.S. Congress placed particular emphasis on the needs for transportation planning in urbanized areas and made long-range transportation planning a condition for receipt of federal highway funds in urban areas. All cities with a population of 50,000 or more that desired to use federal funds for transportation were required to have a comprehensive, cooperative, and continuing regional transportation planning process. This Act specifically states:

“The Secretary [of Transportation] shall not approve...any projects in any urban area of more than 50,000 population unless he finds that such projects are based on a CONTINUING, COMPREHENSIVE transportation planning process carried on COOPERATIVELY by the States and Local Communities.”

In compliance with this Act, the cities of Temple, Belton, Nolanville, Harker Heights, Killeen, and Copperas Cove along with the counties of Bell, Coryell, and Lampasas, and the Texas Department of Transportation (TxDOT) formed the Killeen-Temple Urban Transportation Study (K-TUTS) in 1975 (see “K-TUTS Planning Area” map). Predating 1994, K-TUTS (later KTMP) was primarily located in TxDOT’s Waco District, with a small portion in the Brownwood District.

Two urban zones exist within this area defined by the US Census Bureau as an “urbanized area” or “UZA”—the largest encompasses the cities of Killeen, Harker Heights, Copperas Cove, and Nolanville, and the other contains Temple, Belton, and Morgan’s Point Resort. The two UZAs are separated by a narrow, mostly undeveloped gap. However, by the next decennial census, sustained rapid growth is expected to result in urban development within the gap, joining the UZAs.

Following the release of 2010 Census data which estimated the population of the Killeen UZA to be 217,630, and the population of the Temple-Belton UZA to be 90,390, the KTMP was designated a Transportation Management Area (TMA). An MPO is given TMA designation when a contained UZA reaches the 200,000 population threshold. A TMA enjoys benefits and incurs additional requirements beyond those of smaller MPOs. Although the TMA qualifies for additional types of funding, its planning process must include a Congestion Management Process (CMP) and be certified by the Federal Highway Administration and the Federal Transit

Administration no less than once every three years, and a change in composition of its Transportation Planning Policy Board may be required.

The region contains I-35, dubbed the NAFTA (North American Free Trade Agreement) Superhighway/Main Street Texas, which holds a perpendicular connection westward to the largest active duty armored post in the United States Armed Services, Fort Hood. In 2017, twenty-five miles of US 190 between Copperas Cove and Belton was upgraded to interstate standards and named I-14. Additionally, the region is observed as the end of the road for fleeing gulf hurricanes and boasts a significant regional rail hub active since the late 1800's.

METROPOLITAN PLANNING AREA PROGRESSION

In August of 2008, the K-TUTS Transportation Planning Policy Board (TPPB) directed K-TUTS staff to study a possible MPO boundary expansion due to population growth in the rural areas of Bell, Coryell, and Lampasas Counties. Members of the TPPB believed that the rate of growth in some rural portions of these counties was indicative of urban growth and that it was within reason that these areas would urbanize within the next 25 years. The study supported this assumption and the K-TUTS TPPB approved the adjusted Metropolitan Planning Area (MPA) boundary on January 21, 2009 and petitioned TxDOT for approval. The Governor of Texas delegated authority to approve MPA boundary changes to the Texas Transportation Commission (TTC) in October 2005. The TTC approved the MPA boundary changes on June 25, 2009.

Effective June 25, 2009, the K-TUTS Metropolitan Area Boundary (MAB) was expanded to encompass all of Bell County, larger portions of Lampasas and Coryell Counties, and portions of Fort Hood. The current physical extent of the MPO planning area resulting from that action is depicted on Exhibit 1.1 "KTMP Metropolitan Planning Area" map. The boundary encompasses the urbanized area and the contiguous geographical area likely to become urbanized within the 25-year forecast period covered by the Metropolitan Transportation Plan.

Subsequent to this action, a task force made up of a subset of the K-TUTS Transportation Planning Policy Board was charged with reviewing the K-TUTS By-Laws with a specific focus on membership. On November 18, 2009, the K-TUTS TPPB voted to accept two recommended actions resulting from this effort:

Membership Change - modify membership to more accurately represent population

distribution within the K-TUTS MAB following MAB expansion (detailed in the By-Laws section of this chapter).

Organization Name Change - change the name of the organization from Killeen-Temple Urban Transportation Study (K-TUTS) to Killeen-Temple Metropolitan Planning Organization, or KTMPO.

URBANIZED AREAS

The KTMPO region contains two Census-designated urbanized areas. The eastern urbanized area includes the cities of Temple, Belton, and Morgan's Point Resort, and the western urbanized area includes the cities of Killeen, Copperas Cove, Harker Heights, and Nolanville. In conjunction with the decennial Census of 2010, KTMPO underwent a process of "smoothing" the urbanized boundary to incorporate areas that contain roadways that function with urban characteristics. Exhibit 1.2 depicts the expansion of the urbanized areas in the KTMPO region.

The jagged urbanized boundaries were smoothed to include Census tracts that fall within areas of roadways that carry urban traffic. The gap between the two Killeen and Temple urbanized areas along the US 190 corridor primarily carries urban traffic and should be characterized as urban for planning purposes; therefore, the smoothing resulted in creating one contiguous urbanized area, though the unique characteristics of each remain.

The smoothed urbanized boundary currently touches the planning boundary at the Lampasas-Burnet county line. Future coordination with Capital Area Metropolitan Planning Organization (CAMPO) will be necessary in regional planning efforts involving this area because Burnet County falls within CAMPO's planning boundary.

Exhibit 1.1: Metropolitan Planning Area

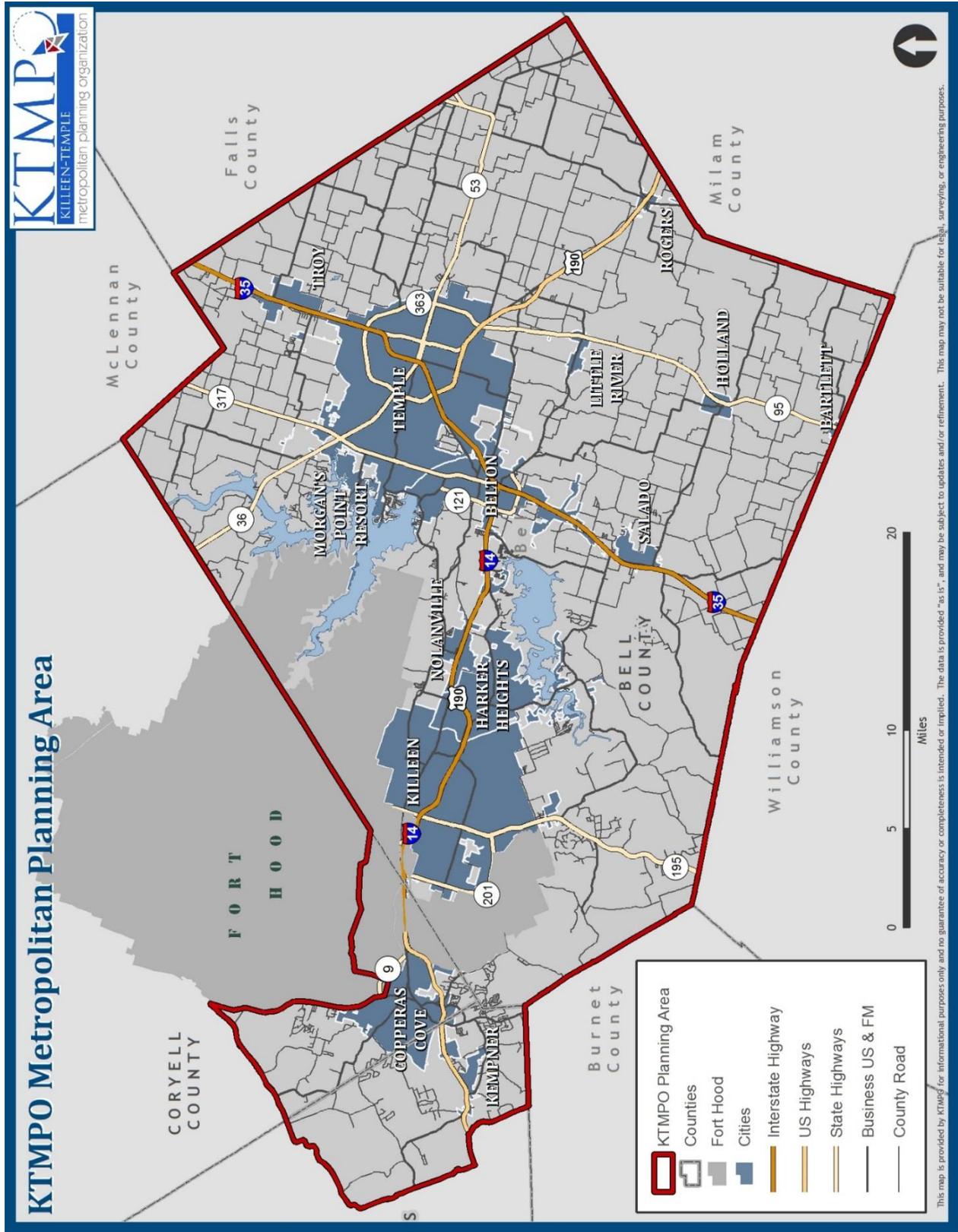
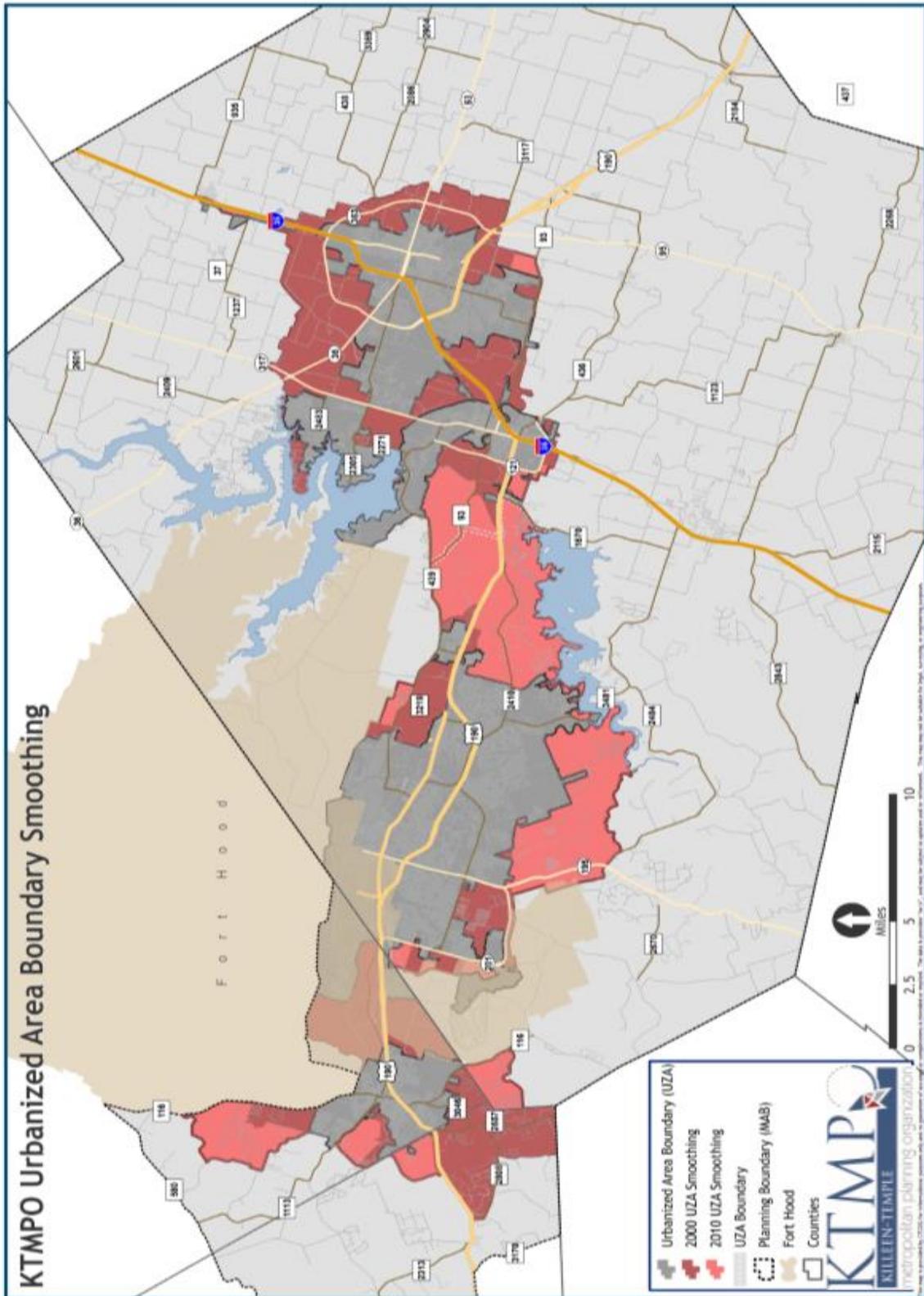


Exhibit 1.2: Urbanized Area Boundary Smoothing



TRANSPORTATION MANAGEMENT AREA (TMA) DESIGNATION

KTMP was designated a TMA in July 2012. TMAs must have a congestion management process (CMP) that identifies actions and strategies to reduce congestion and increase mobility. In addition, changes to funding and the selection process occur as a result of TMA designation. As a TMA, KTMP has access to funding from Category 2 (Metropolitan Corridors), Category 7 (Surface Transportation Program-Metropolitan Mobility—STPMM) and Category 9 (Transportation Alternatives Program). TMAs have the ability to select funded projects in consultation with the state; whereas in other MPOs and rural areas the projects are selected by the state in cooperation with the MPO or local government.

OPERATING PROCEDURES

The KTMP Transportation Planning Policy Board provides regional transportation policy guidance for those participating government entities and agencies which comprise the KTMP and operates according to the Official By-Laws of the Transportation Planning Policy Board. A Technical Advisory Committee (TAC), made up of appointed representatives from participating entities and agencies, reviews technical issues and develops preferred technical alternatives for TPPB action. Since initial adoption in 1982, amendments have been made to the KTMP By-Laws in 1997, 1999, 2003, 2004, 2009 (as a result of the boundary expansion), and most recently, September 18, 2013, to incorporate provisions of MAP-21. MAP-21, the Moving Ahead for Progress in the 21st Century Act, was passed by the U.S. Congress and signed into law in July 2012, and was the guiding legislation for development of the country's vital transportation infrastructure until the Fixing America's Surface Transportation Act (FAST Act) was passed in 2015. The FAST Act covers a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020), continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

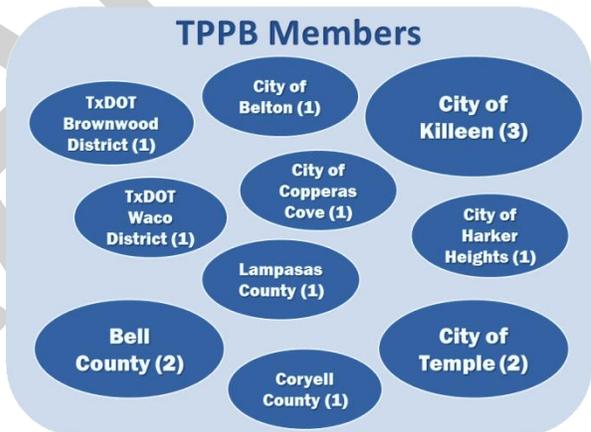
Currently, KTMP meetings are held on a schedule determined by a majority vote of the members. The TPPB and the TAC make it a practice to meet monthly, but are obligated to hold at least four public meetings a year. The chairperson may call a meeting or any member may request that a meeting be called by written request to said chairperson. Annual meetings are normally held in September.

The MPO director is responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each TPPB member in writing and to the general public in accordance with the Texas Open Meetings Act. With the exception of emergency meetings, all members are notified at least three days prior to meeting. As part of the Open Meetings Act, a record of the proceedings is generated from recording and documentation. Fifty-one percent of the membership with a minimum of four agencies in attendance satisfies the established quorum.

MEMBERSHIP

TPPB Voting membership

The voting membership of the Transportation Planning Policy Board consists of one representative for each city with a population between 10,000 and 40,000, two representatives for cities between 40,000 and 75,000 and three representatives for populations over 75,000 as determined by the most recent Census. All cities within the MPO Boundary with a population under 10,000 shall be represented by their county official or appointee. Additionally, all counties have one designated representative, with the exception of Bell County which contains a majority of the MPO and population. The TPPB voting membership is depicted in the above graphic.



If any voting TPPB member will be unable to attend a meeting, that member may appoint a voting proxy, by writing the MPO in advance, which in turn shall be counted for quorum purposes.

The smaller cities within the study area shall be represented by their County TPPB member. However, they will be encouraged to attend all meetings and to participate in deliberations. Currently, these cities are: Nolanville, Troy, Little River-Academy, Kempner, Salado, Bartlett, Holland, Rogers, and Morgan’s Point Resort.

Each of the following agencies or offices shall be represented by one non-voting member:

- Fort Hood Military base

- State Senators, State Representatives and US Representatives serving in the KTMP area
- Federal Highway Administration
- Federal Transit Administration
- Texas Air Control Board
- Federal Aviation Administration
- Airport managers – Killeen and Temple
- Central Texas Council of Governments
- Others, as may be appropriate

Individuals serving on this Transportation Planning Policy Board shall be elected officials and shall be designated in writing by the following:

City members – Mayor, City Council, or Manager as designated by the governing body

County members – County Commissioners Court

TxDOT districts – Waco and Brownwood District Engineers

Transit member – Hill Country Transit District Board of Directors

Fort Hood member – III Corps Commander, or their designee

TAC Voting membership

The Technical Advisory Committee is tasked with reviewing technical issues and developing preferred technical alternatives for TPPB action. The voting membership of this committee consists of one representative from each of the following:

- City of Killeen
- City of Temple
- City of Copperas Cove
- City of Belton
- City of Harker Heights
- Bell County
- Coryell County
- Lampasas County
- TxDOT Waco District
- TxDOT Brownwood District

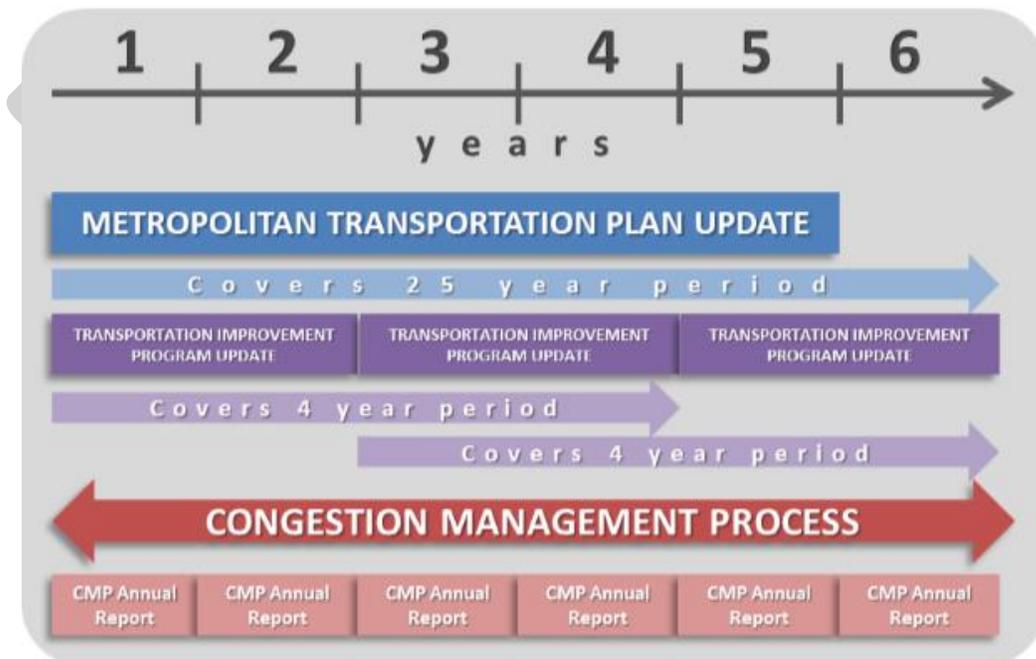
Additionally, one non-voting seat is provided for the following entities:

- Cities: Nolanville, Troy, Little River-Academy, Morgan’s Point Resort, Salado, Kempner, Bartlett, Holland, Rogers
- Fort Hood Military base
- Federal Highway Administration
- Federal Transit Administration
- TxDOT

Individuals serving on this Technical Advisory Committee shall be designated in writing by the following:

- **City members** – Mayor, City Council, or Manager as designated by the governing body
- **County members** – County Commissioners Court
- **TxDOT districts** – Waco and Brownwood District Engineers
- **Transit member** – Hill Country Transit District Board of Directors
- **Fort Hood member** – III Corps Commander, or their designee

Exhibit 1.3: KTMP Plans Update Cycle



REQUIRED DOCUMENTS/PLANS AND UPDATE CYCLES

The MPO is responsible for the development of several plans in addition to this Metropolitan Transportation Plan. Though separate documents with different ranges and update cycles, they are meant to inform one another so each will progress.

Metropolitan Transportation Plan (MTP). Title 23, U.S.C. Section 134 (i) (1) states that MPOs shall prepare and update their MTP every four or five years, depending upon whether the MPO is in attainment with the Clean Air Act (42 U.S.C. 7407 (d)). If in attainment, the MPO is required to update the MTP every five years; if designated as nonattainment, the MTP must be updated every four years. In either case, the MPO may update the plan more frequently if desired. KTMP is currently in attainment with air quality standards; however, designation as a nonattainment area with regard to ozone is possible in the next few years. KTMP will update the MTP as required in 2023 or 2024. In addition, MAP-21 and the continued regulation of the FAST Act requires MPOs to establish regional performance measures in coordination with state and public transportation providers, based on statewide goals. Therefore, the MTP will be updated as the performance measures are developed to include the statewide goals and monitored for system performance.

Transportation Improvement Program (TIP). Title 23, U.S.C. Section 450.324 states that the TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP (State Transportation Improvement Program) development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. The KTMP TIP is a four-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four-year period. Projects included in the TIP must also be included in the MTP and are chosen based on regional priority and available funding. Although the KTMP TIP covers a four-year period, it is updated every two years; therefore, an overlap between successive TIPs will occur.

Congestion Management Process (CMP). Title 23, U.S.C. Section 450.320 states the transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. The development of a congestion management process

should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP. MAP-21 requires MPOs that have been designated a TMA to develop a CMP within 18 months of the TMA designation. KTMP fulfilled this requirement. The CMP is a "living" document, continually evolving to address the results of performance measures, concerns of the community, new objectives and goals of the MPO, and up-to-date information on congestion issues. The KTMP CMP includes an Action Plan that will be assessed on an annual basis. As such, the CMP will be monitored annually and updated as needed.

In addition to these local plans, the following MPO documents were used to inform the KTMP long-range transportation planning process:

Public Participation Plan. This document serves as the plan for involving all citizens and transportation stakeholders in the public involvement process for metropolitan transportation planning.

Regionally Coordinated Transportation Plan. The purpose of this plan is to coordinate efforts to provide public transportation services to the region. The plan includes an assessment of transportation needs; identification of transportation inefficiencies and service gaps; determination of goals and objectives; and development of a workplan for implementation.

LOCAL GOVERNMENT COORDINATION

In the fall of 2012, KTMP began hosting quarterly, and later bi-monthly, "Planner Roundtable" meetings to encourage coordination and information exchange among the KTMP member jurisdictions. The meetings provide an opportunity for the planners to discuss and compare practices and views on a variety of topics to include bike/pedestrian issues, GIS information, new development projects, roadway needs, transit needs, freight issues, air quality, environmentally sensitive areas, operating procedures/ordinances, etc. Regional coordination efforts are enhanced when all parties are engaged in discussions and aware of other's activities and concerns. The roundtable meetings have been well attended and will continue to be an integral part of KTMP's regional coordination efforts.