

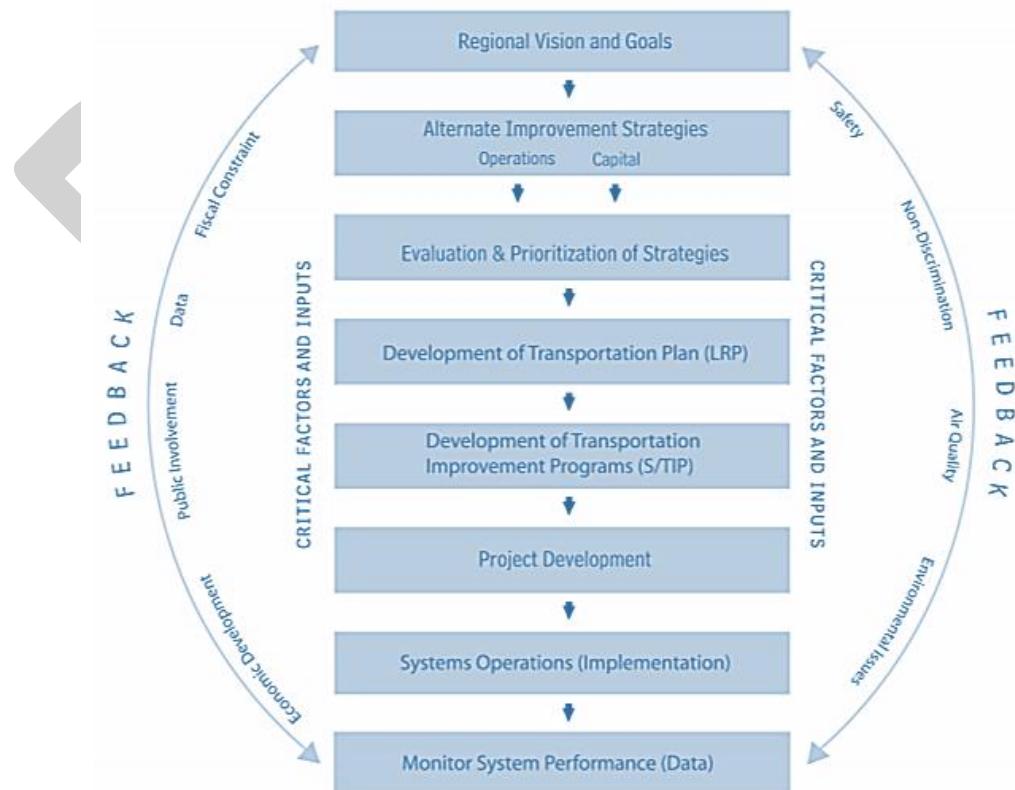
TRANSPORTATION PLANNING AT A REGIONAL LEVEL

The Killeen-Temple Metropolitan Planning Organization planning boundary encompasses an area of 1,222 miles, which includes all of Bell County, and portions of Coryell and Lampasas Counties. Because the planning area includes 14 cities, as well as a large rural area of 1,022 miles, it is the task of KTMPO to develop a cooperative and comprehensive process to promote regional transportation planning.

As a region with two prominent urbanized areas each containing unique traffic generators, the transportation users in the KTMPO planning area truly travel on a regional level. The proximity of businesses, schools, Fort Hood, and other traffic generators to the major arterial roads and other modes of transportation are what defines the transportation characteristics and future needs in the region.

The Mobility 2045 Metropolitan Transportation Plan is the twenty-five year document that outlines the state of current transportation, projects future needs, and offers projects and other methods for keeping the people and freight in the KTMPO region moving efficiently.

Exhibit 2.1: Transportation Planning Process



LONG-RANGE TRANSPORTATION PLANNING

Long-range transportation planning requirements began with the passage of the Federal Highway Transportation Act of 1962. This act required that all urban areas with populations of 50,000 or greater develop and maintain a comprehensive, cooperative, and continuing regional transportation planning process that includes the development and maintenance of a long-range transportation plan which defines a vision for the region's transportation system. In July of 2012, the KTMPO was designated a Transportation Management Area (TMA) triggered by the release of 2010 census information officially declaring that the population of the Killeen urbanized area (Killeen, Copperas Cove, Harker Heights, Fort Hood, Nolanville) exceeded 200,000. TMA designation has additional impacts such as:

- KTMPO received notice of FY13-20 Category 7 and 9 funding availability and completed the competitive process for project selection in both categories. These projects have completed the necessary MTP/TIP amendments.
- KTMPO allocated approximately \$60 million in Category 2 funds for FY18-20. All projects selected for these funds completed a competitive process for project selection and have completed the necessary MTP/TIP amendments.
- The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. States and MPO's must invest resources in projects to achieve individual targets that collectively will make progress toward national goals. KTMPO has embraced upcoming performance measures by adding expected standards to various category project selection processes. Current FHWA information states that performance targets may be in place during 4th year of MAP-21's enactment. Performance targets will be measured during year 5. Progress toward meeting targets will be measured during year 6. The national performance goals for the Federal highway programs as established in MAP-21 are:
 - Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
 - Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
 - System Reliability - To improve the efficiency of the surface transportation system.
 - Freight Movement and Economic Vitality - To improve the national freight

network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- The FAST Act (23 CFR 450.306) requires MPOs to develop long-range transportation plans and Transportation Improvement Programs (TIPs) through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:
 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the security of the transportation system for motorized and non-motorized users;
 - Increase accessibility and mobility of people and freight;
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;
 - Emphasize the preservation of the existing transportation system;
 - Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
 - Enhance travel and tourism.

In addition, the MPO supports national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making

through performance-based planning and programming. Our focus sustains the national goals listed in 23 USC 150:

- **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition:** maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction:** achieve a significant reduction in congestion on the National Highway System.
- **System reliability:** improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality:** improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays:** reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Federal requirements state that in all TMAs, a Congestion Management Process (CMP) shall be developed and implemented as an integrated part of the metropolitan transportation planning process. Congestion management is the application of strategies to monitor and improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A CMP is a systematic approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages. KTMPO has approved a CMP in 2016. The CMP is discussed in more detail in Section 9.

In upholding the responsibility of the new TMA designation, KTMPO, will continue to develop Metropolitan Transportation Plans (MTP) on a 5-year cycle. The current and future MTP development will identify policies, programs, and prioritized projects for development that respond to anticipated demand for regional transportation services over the next 25-year period. Each plan includes long-range and short-range strategies that will lead to the

development of an integrated multi-modal transportation system that facilitates the efficient movement of people and goods and guides expenditures for state and federal funds within the 25-year horizon. The MTP Project Listing will be fiscally constrained which will be discussed in more detail in Chapter 8.

LOCAL AGENCIES AND PLANS

The many jurisdictions within the KTMO planning area develop their own local initiatives and plans to guide future growth and development, including comprehensive plans, zoning plans, capital improvement plans, building codes, subdivision and platting standards, thoroughfare plans, downtown master plans, and park and open space plans. In developing current estimates and future year projections of various socioeconomic data to help plan for transportation projects and programs included in this MTP, local plans and staff were consulted to gain the most accurate and informed insight into future development patterns.

GUIDING PRINCIPLES

The Mobility 2045 MTP provides a blueprint for addressing mobility challenges in our region as a result of growth in our area. This long-range plan contains an integrated set of policies, strategies, and investments to maintain, manage, and improve the transportation system in the Central Texas region through the year 2045. The Guiding Principles, Vision, and Goals outlined in the 2040 MTP were considered as the 2045 MTP was developed. The Guiding Principles remain relevant for the 2045 Plan and are as follows:

The MPO should create a plan:

- Based on the best available data and analysis on all transportation modes;
- Built on the cooperation of all stakeholders in the region;
- Developed with opportunities for public involvement and participation;
- Respects the unique character of the communities within the region; and,
- Recognizes the need to make difficult choices to implement desired long-term improvements.

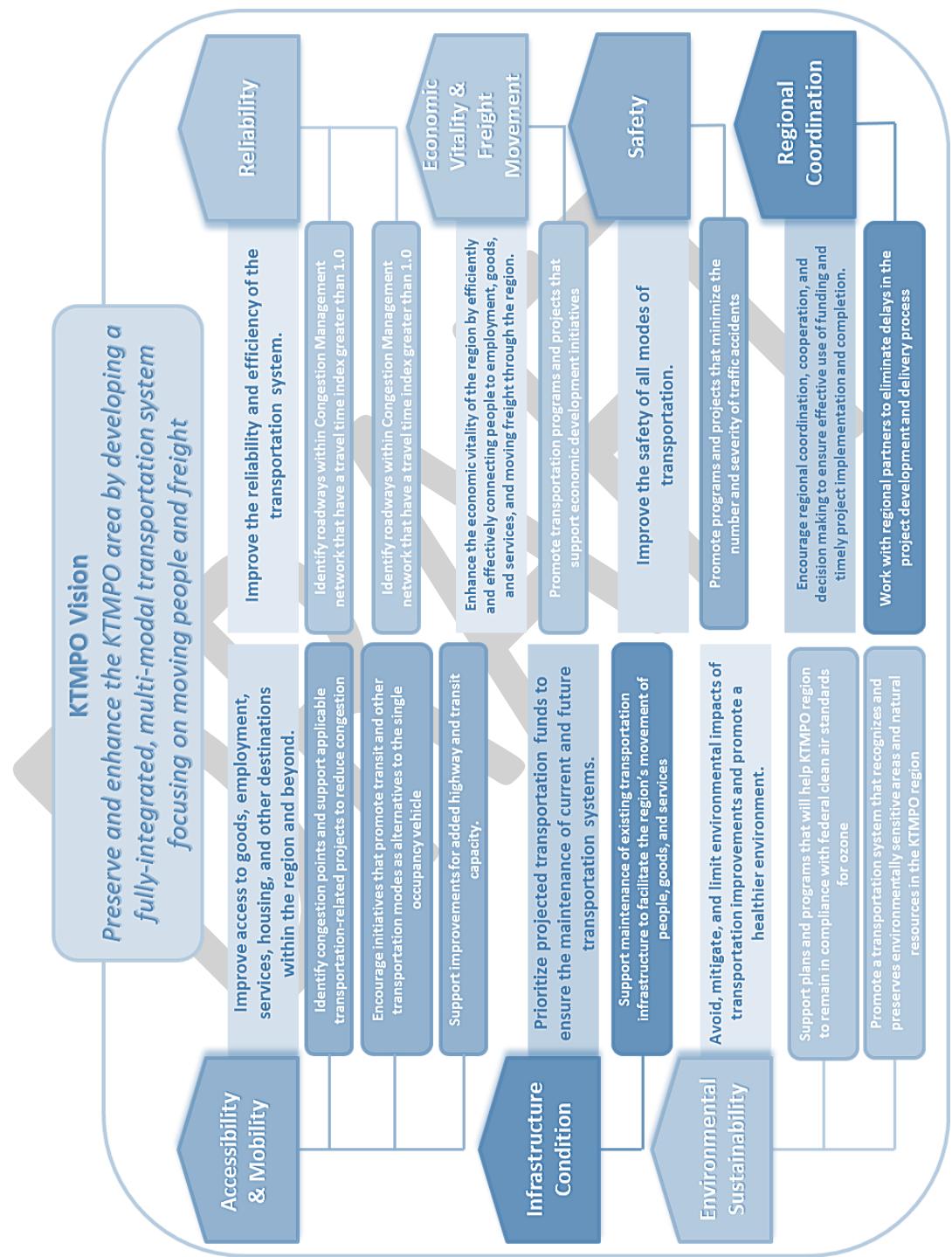
VISION AND GOALS

With the KTMO Guiding Principles as the foundation, KTMO staff began the process to update the MTP. As part of this process, five public workshops were held in April 2018 to solicit

public feedback and input with regard to the region's transportation system, including a regional vision and goals. The vast majority of respondents felt the current goals were still applicable. Comments regarding KTMPO's vision focused on improving safety, reducing congestion, providing a multi-modal transportation system, and improving the area's quality of life. The goals were slightly modified and continue to reflect the 8 Planning Factors identified in MAP-21. Objectives were also developed under the goals. The 2045 MTP Vision, Goals and Objectives are as follows:

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Exhibit 2.2: KTMPO Vision, Goals, and Objectives



PERFORMANCE-BASED PLANNING AND PROGRAMMING

In MAP-21, the metropolitan and statewide transportation planning processes are continued under the FAST Act and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Performance-based planning and programming refers to the application of performance management to achieve desired performance outcomes for the multimodal transportation system. The objective is to ensure transportation investment decisions are made based on their ability to meet established goals. MAP-21 establishes national performance goals for Federal highway programs. These performance goals will be integrated into transportation planning at the state and MPO levels and are as follows:

- **Safety**
- **Infrastructure condition**
- **Congestion reduction**
- **System reliability**
- **Freight movement and economic vitality**
- **Environmental sustainability**
- **Reduced project delivery delays**

Specific quantitative criteria will be published by the Secretary of Transportation in order to measure whether these goals have been achieved. When state guidelines are provided, KTMPO's Goals, Objectives, and Performance Measures will be modified to support the state performance targets and the MPO will initiate the public involvement process to solicit input and revise the MTP accordingly.

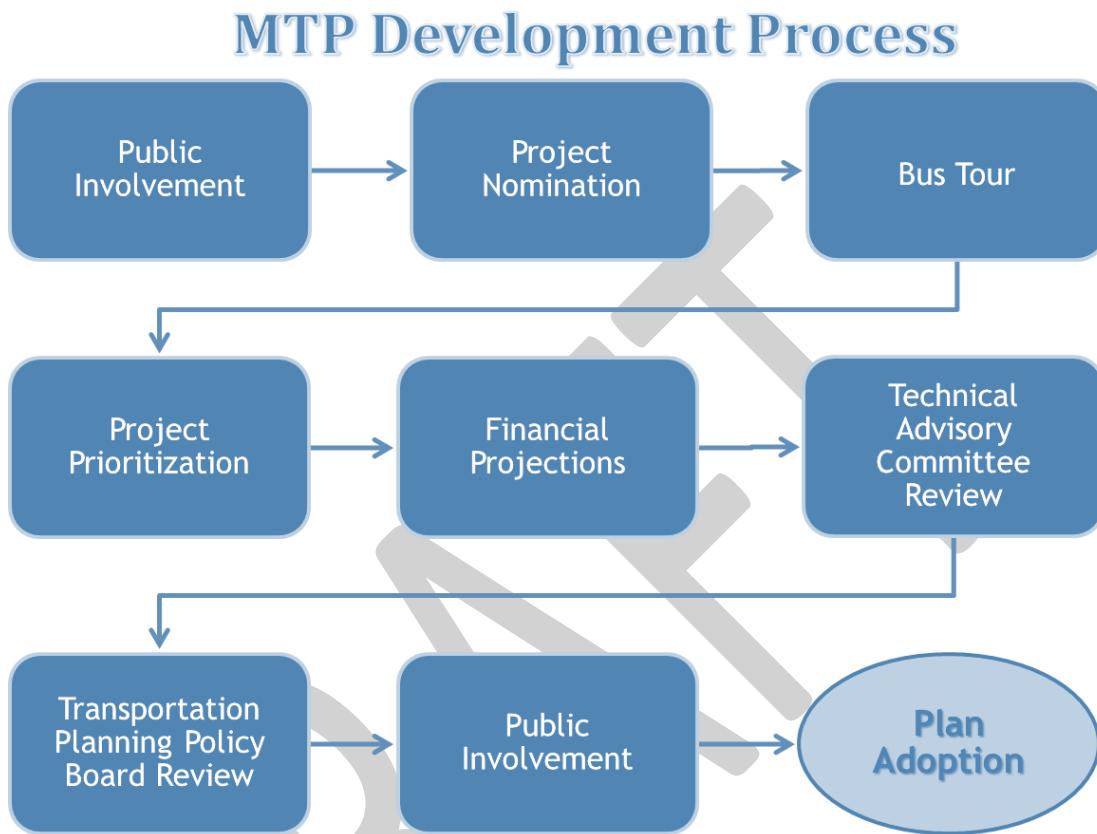
Upon adoption of the revised Goals, Objectives, and Performance Measures, KTMPO planning efforts will include consideration of the performance targets in project prioritization and selection to ensure projects support desired outcomes. KTMPO staff will then evaluate and report the condition and performance of the transportation system to determine if desired performance outcomes have been achieved. Monitoring, evaluating and performance reporting will be an ongoing process to better understand successful approaches and inform future decisions regarding the transportation system.

THE 2045 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 2045, the area is expected to add more than 206,000 people and 105,000 jobs. This growth estimate exceeds our current largest city population by over 70,000. 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 2045 Plan, adopted in May 2019, was developed through a continuing, cooperative, and comprehensive regional planning process and identifies needs, financial resources, and priorities for the KTMPO area. The Mobility 2045 Plan, currently in development, will also incorporate the same processes to best plan for the future of Central Texas.

The local entities, TxDOT districts, and public within the KTMPO planning area play a major role in the development of the Metropolitan Transportation Plan by assessing the current infrastructure in their jurisdiction and by suggesting or nominating suggested transportation projects that would enhance mobility for inclusion in the MTP Project Listing. The MTP Development and Project Selection Process details are as follows:

Exhibit 2.3: MTP Development Process



PUBLIC INVOLVEMENT

The KTMPO Mobility 2045 Metropolitan Transportation Plan has been developed from a process that is marked with early involvement from the voice of the people of the Killeen-Temple region. KTMPO hosted a series of public workshops as a medium for collecting the interests of the public on the regional transportation system. The workshops solicited general and geographic feedback in the form of surveys and interactive mapping about congestion, safety, transit, bicycle and pedestrian facilities, rail, aviation, and project selection. Two primary objectives, supporting KTMPO's public involvement process, guided the development of the workshops:

1. Distribute information to the public about the role of KTMPO in the region; and
2. Receive input from the public on the current and future regional transportation system.

Remaining aligned with KTMPO's Public Participation Plan, these workshops sought to involve

all individuals that use the transportation infrastructure by using communication methods that could be accessed by all. Efforts include:

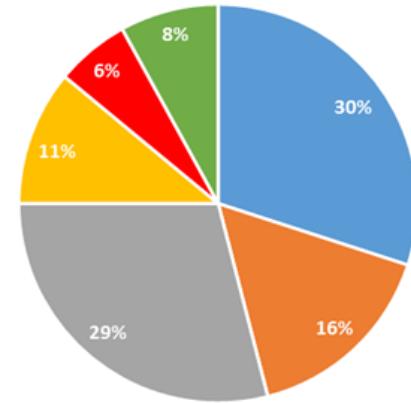
- Holding in-person workshops in each of the 5 most populous cities in the region;
- Holding 2 of the 5 in-person workshops in targeted Environmental Justice locations;
- Promoting the workshops in a variety of mediums, including the newspaper, public buildings, on the KTMPO website and social media, and by flyers and word of mouth;
- Allowing the public to complete the workshop survey online; and
- Inviting local elected officials and city planners to help staff the booths to speak one-on-one with the public.

After providing feedback and receiving information at the various workshop stations, participants were asked to vote how they would like to see funding allocated for transportation in the region. They were able to be the decision-maker in the region's transportation priorities.

Outcome: Public gained knowledge of the transportation planning process and provided feedback to guide future planning decisions.



Transportation Projects Priorities



■ Congestion ■ Connectivity ■ Roadway Safety ■ Bike/Ped ■ Transit ■ Rail

PROJECT NOMINATION

Member entities such as TxDOT, municipalities and counties, are encouraged to submit proposed improvements and/or new transportation projects due to development and noticeable changes in usage. In order for KTMPO Staff to have sufficient time to analyze, research, and compile all of the project information, a deadline is set and made known to the member entities.

Outcome: MPO member entities determined the transportation need of the region by the

development of projects.

BUS TOUR

The Transportation Planning Policy Board, Technical Advisory Committee, KTMPO staff, and other local officials and staff participate in fieldwork to educate themselves on the need and location of proposed projects in the form of a one-day bus tour, where they view a sample of the nominated projects. This tour allows each nominating entity to showcase certain projects and future development in their areas to the members before the project prioritization process. Outcome: **Because of the separated UZAs, board members acknowledge that this event helps give them perspective on the transportation state in other parts of the region.**

PROJECT PRIORITIZATION

KTMPO prioritizes roadway projects in the MTP in accordance with the approved Project Selection Process (found in [Appendix B](#)). This process combines technical and subjective scores and results in a final score and ranking to determine regional priorities. MPO staff compiles technical data from its member entities, TxDOT, and the transportation model, and the Technical Advisory Committee complete the subjective scoring element from their perspective.

During the scoring process, Staff noted several anomalies in the technical data which caused board members to reexamine whether the previously adopted process is still currently the best method to evaluate project priorities in the region. They suggested KTMPO staff schedule meetings with directors from other TMAs in Texas to gain perspective on advancing the prioritization process for future project selections.

To complete the prioritization process for the MTP, Staff engaged TAC members in the review of projects proposed for inclusion in the financially constrained component of the MTP to ensure the criteria stated in the approved project selection process are met. These criteria are as follows:

- 1) consistency with KTMPO goals;
- 2) identified local funding for match requirements; and
- 3) project readiness.

The TPPB considered project readiness to be a priority and they chose to reserve a percentage of funding for preliminary engineering (PE) costs. This prioritization process was completed for this MTP update and the resulting project listing found in **Appendix A**.

Outcome: KTMO's member entities come together to develop a list of regional transportation priorities to guide TxDOT in their selection of future projects for the region.

FINANCIAL PROJECTIONS

The TRENDS (Transportation Revenue Estimation and Needs Determination System) Model, a tool to forecast state transportation revenues by year through the year 2045, is used to develop funding scenarios based on various assumptions with regard to tax rates and revenues. The Transportation Planning Policy Board reviews the funding scenarios and selects the scenario that most reasonably reflects projected growth and revenue for the region. This tool allows staff to forecast what types of funding will be available in the short and long-range plans. More details on the financial projection process is discussed in Chapter 11.

Outcome: A list of regionally prioritized and affordable projects is in place to guide TxDOT.

TECHNICAL ADVISORY COMMITTEE REVIEW

KTMPO staff drafts the Metropolitan Transportation Plan during a process of updating statistical and technical data to support its planning efforts. The updates reflect forecasted growth and travel, public input, and entity-sponsored projects for the 25-year planning period. The draft plan is provided to the Technical Advisory Committee for input, review, and approval, before forwarding to the Transportation Planning Policy Board.

Outcome: TAC members gain a regional transportation perspective, while providing a beneficial local perspective into the planning process.

TRANSPORTATION PLANNING POLICY BOARD REVIEW

The Transportation Planning Policy Board reviews the plan drafted by staff and TAC members. They authorize staff to begin the public involvement process and will consider final approval after the public comment period has closed.

Outcome: A consensus is reached between the elected officials, local planners, and public on the future state of transportation in the region.

PUBLIC INVOLVEMENT

As the planning process begins with the public, it also concludes with the public. As required by the Public Participation Plan (PPP), two public hearings are held to allow for public involvement and to initiate the public comment period. This allows the transportation users to have input on the final draft before the plan is officially adopted.

Outcome: The public is again consulted for final input and confirms that the developed plan meets future transportation needs of the region.

PLAN ADOPTION

Technical Advisory Committee and Policy Board members review final public input and officially adopt the updated Metropolitan Transportation Plan for the Killeen-Temple MPO.

Outcome: The Killeen-Temple region has an updated forecast of the transportation needs and desires and will continue to monitor and analyze the transportation state.