



Transportation Planning Policy Board

**March 14, 2018
9:30 a.m.**

Agenda



**Killeen-Temple Metropolitan Planning Organization
Transportation Planning Policy Board (TPPB)
Wednesday, March 14, 2018
Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513**

**Regular Meeting: 9:30 A.M.
AGENDA**

1. Call to Order.
2. Opportunity for Public Comment.(1)
3. Staff Update: Advisory Committees; Air Quality; Administrative Amendments.
4. **Action Item:** Approve minutes from February 21, 2018 meeting.
5. **Action Item:** Regarding approval of amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY17-20 Transportation Improvement Program (TIP) regarding Belton project, B40-04, Chisholm Trail Corridor Hike and Bike Facility Phase II.
6. **Action Item:** Regarding approval of amendments to the FY17-20 Transportation Improvement Program (TIP) regarding the following projects:
 - a) Transit's Fleet Replacement Project, A40-15 (CSJ 0909-36-062)
 - b) Killeen's SH 195, K40-27 (CJS 0836-02-073)
 - c) US 190, W40-06 (CSJ 0231-03-145 and CSJ 0231-04-061)
 - d) Harker Height's US 190 at FM 2410, H35-01 (CSJ 0231-03-147)
7. **Discussion and Action Item:** Regarding approval of updated plans to include:
 - a) Public Participation Plan;
 - b) Title VI Plan; and
 - c) Limited English Proficiency Plan.
8. **Discussion and Action Item:** Regarding approval of draft FY19-22 Transportation Improvement Program (TIP) and initiation of the public involvement process.
9. **Discussion Item:** 2045 Metropolitan Transportation Plan (MTP) project selection and scoring process.
10. **Discussion Item:** 2045 Metropolitan Transportation Plan (MTP) fiscal constraints.
11. **Discussion Item:** 2045 Metropolitan Transportation Plan (MTP) public workshops.
12. **Discussion Item:** Public input received through February 28, 2018.
13. Member comments.
14. Adjourn.

**Workshop - To Follow Regular Scheduled Meeting if Needed
AGENDA**

1. Call to order.
2. Discussion on any of the following topics (if needed):
 - a. Current or past KTMPO documents and plans to include Unified Planning Work Program, Transportation Improvement Program, By-Laws, Public Participation Plan, Regional Thoroughfare/Bicycle Pedestrian Plan, Metropolitan Transportation Plan, Congestion Management Process, Annual Performance Expenditure Report, Annual Project Listing, Texas Urban Mobility Plan,



Unified Transportation Plan, Federal Certification Process; b. Past or Future KTMPO Meeting processes or happenings; c. KTMPO Current, Past or Future MPO Boundary Studies; d. KTMPO Past or Future Annual Meetings; e. Current, Past or Future KTMPO Budgets and funding conditions; f. Rural Planning Organizations and/or Regional Mobility Authorities; g. Special Funding for Projects; h. Legislative Changes; i. Status of MPO Projects; j. Staff, TxDOT, Consultant, Guest presentations relating to transportation; k. Meetings pertaining to any transportation related items/topics.

3. Adjourn.

Item 4:

Meeting Minutes



**KILLEEN TEMPLE METROPOLITAN PLANNING ORGANIZATION (KTMPO)
TRANSPORTATION PLANNING POLICY BOARD MEETING (TPPB)**

Wednesday February 21, 2018
9:30 AM

Central Texas Council of Governments (CTCOG)
2180 North Main Street
Belton, TX 76513

Policy Board Voting Members Present

Chair Mayor Marion Grayson—City of Belton	Councilmember Tim Davis—City of Temple
Councilmember Dan Yancey for Vice Chair Mayor	Mayor Tammy Cockrum—Bell County
Frank Seffrood--City of Copperas Cove	Carole Warlick—Hill Country Transit District (HCTD)
Mayor Jose Segarra—City of Killeen	Stan Swiatek—Texas Dept. of Transportation (TxDOT) Waco District
Mayor Spencer Smith—City of Harker Heights	Elias Rmeili—TxDOT Brownwood District
Judge John Firth—Coryell County	
Commissioner Tim Brown—Bell County	
Brynn Myers for Mayor Danny Dunn—City of Temple	

Policy Board Non-Voting Members Present

John Burrows for Brian Dosa —Fort Hood

Others Present

Marty Janczak—Temple Area Builder's Association (TABA)	Robert Ator—HCTD
Courtney Jones—TxDOT Waco District	Sam Listi—City of Belton
Liz Bullock—TxDOT Waco District	Jason Deckman—City of Temple
Victor Goebel—TxDOT Waco District	Jim Reed—KTMPO
Solomon Thomas—TxDOT Bell County	John Weber—KTMPO
Darrell-Burtner—HCTD	Kendra Coufal—KTMPO

Meeting Minutes

- 1. Call to Order:** Chair Mayor Marion Grayson called the meeting to order at 9:31 a.m.
- 2. Opportunity for Public Comment:** No comments were made from the public.
- 3. Staff Update:** KTMPO staff provided the following updates.

John Weber stated that the next Bicycle/Pedestrian Advisory Committee meeting will be held on March 13, 2018 at 9:00 a.m.

Jim Reed explained that a feasibility study underway to look at the feasibility of a high rail corridor along the I-35 corridor. Mr. Reed stated that North Central Texas Council of Governments and the Alamo Area MPO are funding the study but asked MPOs along the I-35 corridor to provide support to the study.

Ozone readings for the month of January were 44 parts per billion (ppb) at the Temple station and 47 ppb at the Killeen station.

4. Action Item: Approve minutes from January 17, 2018 meeting.

Mayor Spencer Smith made a motion to approve January 17, 2018 meeting minutes, seconded by Mayor Jose Segarra; the motion passed unanimously.

5. Action Item: Regarding approval of proposed amendment to the FY2018-FY2019 Unified Planning Work Program (UPWP).

Jim Reed explained that a 15 day public comment period occurred with two public hearings occurring for the proposed amendment to the FY2018-2019 UPWP. The amendment is to remove \$5,000 from Task 1.1, Administration and allocate this to Task 5.6, US 190 Feasibility Study to accommodate staff time dedicated to the US 190 Feasibility Study. KTMO did not receive any comments for this amendment. At their February 7, 2018 meeting, TAC recommended approval of the proposed amendment.

Carole Warlick made a motion to approve proposed amendment to the FY18-19 UPWP; seconded by Councilmember Tim Davis; the motion passed unanimously.

6. Action Item: Regarding initiation of the Public Involvement Process for amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY17-20 Transportation Improvement Program (TIP) regarding Belton project, B40-04, Chisholm Trail Corridor Hike and Bike Facility Phase II.

Jim Reed explained that amendments to the 2040 MTP and FY17-20 TIP are needed to amend the project limits and project description for Belton project, B40-04. The revised project limits are University Blvd 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Road and the revised project description is construct sidewalks and shared use path--widths vary from 8 ft to 10 ft.; includes landscaping and lighting. A 15 day public comment will begin February 24 and conclude on March 10. A public hearing for the amendments will be held on February 27 at 5:00 p.m. At their February 7, 2018 meeting, TAC recommended initiation of the public involvement period for the MTP and TIP amendments.

Commissioner Tim Brown made a motion to initiate the public involvement process for the 2040 MTP and FY17-20 TIP amendments, seconded by Mayor Jose Segarra; the motion passed unanimously.

7. Discussion Item: Regarding project analysis of changes to Environmental Justice Areas based on proposed updates to Public Participation Plan (PPP).

Jim Reed explained that staff was directed by TAC to analyze projects that may be affected by the updated Environmental Justice Areas in the PPP. Project analysis identified 16 projects that will fall into the new EJ areas that were not previously flagged or score. Six projects are current funded any may be

neering the let date. For currently funded projects, since they were selected under the previous EJ areas, there are no implications for regarding the updated EJ areas and currently funded projects.

8. Discussion Item: Regarding draft FY19-22 Transportation Improvement Program (TIP).

Jim Reed presented TPPB with the draft FY19-22 Transportation Improvement Program. The TIP is required to be updated every two years with the last update occurring in 2016. The approved FY19-22 TIP will need to be submitted to TxDOT on June 1, 2018. Mr. Reed explained that for KTMPO to meet the June 1, 2018 deadline, the approval of the draft FY19-22 TIP and to initiate the public involvement process will occur at the March meetings.

9. Discussion Item: Regarding Bike & Pedestrian Advisory Committee recommended routes.

John Weber presented TPPB with BPAC's recommended routes. Mr. Weber explained that KTMPO received routes from various outlets on areas that lack any bicycle and/or pedestrian routes. BPAC members were given the opportunity to score these routes. Based off of the scores, a list of priority routes were developed. Mr. Weber stated that the list of routes are for informational purposes so that cities may begin preparing project submissions, if they choose, for KTMPO's 2045 MTP Update project call slated for fall of 2018.

10. Discussion Item: Regarding 2045 Metropolitan Transportation Plan (MTP) public workshops, project selection, and fiscal constraint.

Jim Reed explained that KTMPO will begin to work on the 2045 MTP, which will need to be approved in May 2019. In preparation for the Plan update, KTMPO will be hosting a series of public workshops and comment periods to inform the public of the Plan update and to obtain the public's perspective on regional priorities. Mr. Reed also explained the staff will be preparing the project selection process and fiscal constraints in the upcoming months. The floor opened to discussion. During discussion, TPPB members felt that an MPO information session will be beneficial for newer members who are not familiar with this process. Staff will be made available to meet with members if they request this information session.

11. Discussion Item: Public input received through January 31, 2018.

Public comments received through January 31 were presented to TPPB.

12. Discussion Item: TPPB members made the following comments.

Mayor Jose Segarra stated that the Rosewood Project has gone out to bid and that Killeen City Council will be voting on this project in the near future.

Carole Warlick stated that Robert Ator is retiring at the end of February and that Darrell Burtner will be taking over his position.

Jim Reed stated that the March and May Policy Board meetings will be moved up one week to accommodate for the approval of the 2040 MTP and FY17-20 TIP amendments for the Belton project and the Federal Certification Review respectively.

13. Adjourned: The meeting adjourned at 9:58 a.m.

These meeting minutes were approved by the TPPB members at their meeting on _____.

Mayor Marion Grayson, Chair

Jim Reed, Interim KTMPO Director

**Item 5:
Amendment to the 2040
Metropolitan Transportation
Plan and
FY17-20 Transportation
Improvement Program**

**Amendment to the 2040 Metropolitan Transportation Plan and
FY17-20 Transportation Improvement Program**

In 2015, the City of Belton was awarded Transportation Alternatives Program (TAP) funds through TxDOT's 2015 Statewide TAP Call for Projects for project B40-04, The Chisholm Trail Corridor Hike and Bike Facility Phase II. This project consisted of constructing an alternate transportation route consisting of a shared-use path for pedestrians and bicyclists. The original route extended along University Blvd, across Crusader Way, BNSF Railway underpass crossing to Belton Independent School District property to Industrial Park Rd, along Commerce Drive to Sparta Road intersection for a total distance of 4,120 ft. or 0.78 miles. The revised route is detailed below. The estimated project cost is \$2.1 million.

Amendments are needed to the 2040 Metropolitan Transportation Plan (MTP) and FY17-20 Transportation Improvement Program (TIP) to update the project limits and description. The estimated cost of the project will remain the same.

- **Original Project Limits:** 0.25 MI S of Crusader Way to Sparta Rd @ Commerce St.
- **New Project Limits:** University Blvd 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Road
- **Original Description:** Construct Sidewalks.
- **New Description:** Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft.; includes landscaping and lighting.
- **Remarks:** Project consists of segments along five roadways; 4 segments (University Blvd, Crusader Way, Sparta Road, Tiger Dr.) will be constructed with this project; TxDOT will construct the segment along Loop 121 in conjunction with Loop 121 Roadway Project. Minute Order #114446 dated 12/17/2015.

The 15-day public comment period began on February 24, 2018 and concluded on March 10, 2018. A public hearing occurred on February 27, 2018 at the CTCOG offices. KTMP did not receive any public comments. A tentative schedule is provided below. The TAC recommended approval of proposed amendments on March 7, 2018.

Schedule:

- February 7, 2018—TAC recommendation to initiate Public Involvement Process for proposed amendments;
- February 21, 2018—TPPB initiates Public Involvement Process for proposed amendments;
- February 24-March 10, 2018—15-Day Public Comment Period;
 - Public Hearing: February 27, 2018 at Central Texas Council of Governments in Belton at 5:00pm.
- March 7, 2018—TAC recommends approval of proposed amendments, pending any public comments received;
- **March 14, 2018—TPPB approves proposed amendments.**

Action Needed: Approval of proposed 2040 MTP and FY17-20 TIP amendments.

B40-04

Work Type:
Sidewalk/Trail



KTMPO Projects

- Other
- Additional lanes
- New roadway
- Maint / Rehab
- Sidewalk/Trail

- Roads**
- Interstate
 - US Highway
 - State Highway
 - FM and Bus. Rte.
 - County Road
 - Streets
 - Ramp/Frontage
 - Railroads
- Planning Boundary**
- Lake
 - Rivers
 - Creeks
 - Parks
 - Fort Hood

Project Name: Chisholm Trail Corridor Hike and Bike Phase II

Description: Construct shared-use path consisting of Shared-Use Path for Pedestrians and Bicyclists.

Estimated Cost: \$2,670,615

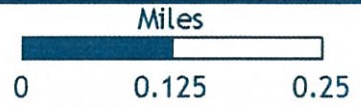
CSJ: 0909-36-157

Env. Justice Area: Yes

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

B40-04

Work Type:
Sidewalk



KTMPO Projects

- New roadway
- Additional lanes
- Maint. / Rehab.
- Sidewalk/Trail

Roads

Interstate	Farm-to-Market
US Highway	County Road
State Highway	Streets

Project Name: Chisholm Trail Corridor Hike and Bike Facility Phase II
Description: Construct sidewalks and shared use path-widths vary from 8 ft to 10 ft; includes landscaping and lighting.
New Extents: University Blvd 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Road
ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of November 2016 and Listed in the Transportation Improvement Program (TIP)

CATEGORY 7 PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
A40-03	Bus Replacement FY 15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$1,214,006.00	N/A	
B40-03	Main St Sidewalk Expansion	Ave C to Ave J	Repair and installation of sidewalks along eastern side of Main St	\$405,292.00	Yes	
C40-02a	Ave D Sidewalk	S Main St to S 2nd St	Construct multi-terrace pedestrian walkway to include ramps, railings, crosswalk	\$273,777.00	Yes	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at Intersection of Commercial Dr and Heights Dr	\$489,249.00	No	FY15-FY17 Category 7 Funds: \$17,398,375
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	\$7,965,049.00	No	
H40-01	Main St Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St and under US 190	\$596,386.00	No	
T35-24	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of a 4 lane roadway, aligning FM 2483 to Prairie View Rd with signalized intersection	\$6,480,000.00	Yes	

CATEGORY 9 STATEWIDE TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
B40-04	Chisholm Trail Corridor Hike and Bike Phase II	0.25 mi S of Crusader Way to Sparta Rd at Commerce St	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$3,670,615.00	No	
K40-21a	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	\$3,448,284.00	No	FY 13-16 Statewide TAP Funds: \$6,720,450
H40-02	Old Holmanville Rd Elementary Bicycle and Pedestrian Safety Improvements	Old Holmanville Rd at Warriors Path to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$601,587.00	No	

MPO CATEGORY 9 TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
K40-23f	Heritage Oaks Hike and Bike Trail Segment 3A	Rosewood Dr from Hickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	\$80,000.00	No	
C40-03b	Ave D Streetscape Phase III	S 1st St to S 3rd St	Construction of multi-terrace concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage	\$351,642.00	No	FY15-FY17 Category 9 Funds: \$1,151,642

MPO PROPOSITION 1 PROJECTS

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane roadway with raised median	\$16,000,000.00	Yes	
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median, and turn lanes incorporating context sensitive design	\$8,800,000.00	Yes	FY15-FY17 MPO Proposition 1 Projects: \$33,800,000
W40-02	US 190	1.0 mi W of FM 2410 to Knights Way	Widen from 4 to 6 lane roadway	\$9,000,000.00	Yes	

Miscellaneous Projects

KTMPO ID	Project Name	Full Extents	Description	Estimated Cost	CAMP Network	Funding
T25-06	Loop 363	Loop 363 at Spur 290	Phase 1 of interchange construction	\$9,984,000.00	Yes	Category 1 E Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$77,293.00	N/A	FTA 5339



2040 Metropolitan Transportation Plan Project Listing

Short Range Funded (2014-2023) Projects with Allocated Funding as of November 2016 and Listed in the Transportation Improvement Program (TIP)

CATEGORY 7 PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
M40-03	Bus Replacement FY 15/16/17	Killeen/Temple UZA	Purchase of Fixed Route Service (FRS) buses and/or Special Transit Service buses	\$1,214,606.00	N/A	
B40-03	Main St. Sidewalk Expansion	Ave C to Ave J	Repair and installation of sidewalks along eastern side of Main St.	\$405,292.00	Yes	
C40-02a	Ave D Sidewalk	S Main St to S 2nd St	Construct multi-terraced pedestrian walkway to include ramps, railings, crosswalk	\$273,777.00	Yes	
H40-02	Traffic Circle at Commercial Dr	Intersection of Commercial Dr and Heights Dr	Construct traffic circle at Intersection of Commercial Dr and Heights Dr	\$489,249.00	No	FY15-FY17 Category 7 Funds: \$17,398,375
K30-02	Rosewood Dr Extension	Riverstone Dr to Chaparral Dr	Construction of a 4 lane roadway with center median with an off-system bridge	\$7,965,049.00	No	
H40-01	Main St. Connectivity	Ave I to US 190 Frontage Rd	Construct ADA bicycle/pedestrian pathways along Main St. and under US 190	\$596,386.00	No	
T35-24	Prairie View Road Enhancements	W of SH 317 to N Pea Ridge	Construction of a 4 lane roadway, -aligning FM 2483 to Prairie View Rd with signalized intersection	\$6,480,000.00	Yes	

CATEGORY 9 STATEWIDE TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
B40-04	Chisholm Trail Corridor Hike and Bike Facility Phase II	University 8 lvd 0.25 mile south of Crusader Way to Tiger Drive 0.10 mi north of Sparta Rd	Construct sidewalks and shared use path-widths vary from 8 ft to 10 ft; includes landscaping and lighting.	\$2,670,615.00	No	
K40-21a	Killeen Heritage Oaks Hike and Bike Trail, Segment 4	Platinum Dr to Chaparral Rd	Construct shared use path for pedestrians and bicyclist	\$1,448,284.00	No	FY 13-16 Statewide TAP Funds: \$6,720,450
H40-02	Old Nolanville Rd Elementary Bicycle and Pedestrian Safety Improvements	Old Nolanville Rd at Warriors Path to Shaw Branch Creek	Construct alternate transportation route consisting of shared-use path for pedestrians and bicyclists	\$601,587.00	No	

MPO CATEGORY 9 TAP (TRANSPORTATION ALTERNATIVES PROGRAM) PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
K40-23 ¹	Heritage Oaks Hike and Bike Trail Segment 3A	Rosewood Dr from Hickelback Dr to Pyrite Dr	Construction of a hike and bike trail with lighting	\$800,000.00	No	
C40-03b	Ave D Streetscape Phase III	S 1st St to S 3rd St	Construction of multi-terraced concrete walkways, curb ramps, handicapped ramps, pedestrian railings, crosswalk striping and necessary signage	\$351,642.00	No	FY15-FY17 Category 9 Funds: \$1,151,642

MPO PROPOSITION 1 PROJECTS

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
W40-01	SH 317	FM 2305 to FM 439	Widen from 2 to 4 lane roadway with raised median	\$16,000,000.00	Yes	
H15-02b	FM 2410	Roy Reynolds Dr to Commercial Dr	Widen from 2 to 4 lane roadway with sidewalks, median, and turn lanes incorporating context sensitive design	\$8,800,000.00	Yes	FY15-FY17 MPO Proposition 1 Projects: \$33,800,000
W40-02	US 190	1.0 mi W of FM 2410 to Knights Way	Widen from 4 to 6 lane roadway	\$9,000,000.00	Yes	

Miscellaneous Projects

KTMP ID	Project Name	Full Extents	Description	Estimated Cost	CMP Network	Funding
T25-06	Loop 363	Loop 363 at Spur 290	Phase 1 of interchange construction	\$9,984,000.00	Yes	Category 1 & Local
A35-01	Bus Replacement	HCTD service in Killeen UZA	Replacement of ADA-accessible paratransit buses	\$77,293.00	N/A	FTA 5339

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2017

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0909-36-157	CS	2017	E, C	Belton	Belton	\$2,670,615
LIMITS FROM:	0.25 MI S of Crusader Way							
LIMITS TO:	Sparta Rd @ Commerce St							
DESCRIPTION:	Construct Sidewalks							
REMARKS:	Construct Alternate Transportation Route Consisting of Shared-Use Path for Pedestrians and Bicyclists. Minute Order #114446 dated 12/17/2015.							
TOTAL PROJECT COST INFORMATION: PRELIMINARY ENGINEERING: \$478,878 RIGHT OF WAY: \$0 CONSTRUCTION: \$2,375,100 CONSTRUCTION ENGINEERING: \$221,637 CONTINGENCIES: \$34,180 INDIRECTS: \$0 BOND FINANCING: \$0 TOTAL PROJECT COST (YOE): \$3,109,795							COST OF APPROVED PHASES: \$2,670,615	
TOTAL PROJECT COST INFORMATION: PRELIMINARY ENGINEERING: \$478,878 RIGHT OF WAY: \$0 CONSTRUCTION: \$2,375,100 CONSTRUCTION ENGINEERING: \$221,637 CONTINGENCIES: \$34,180 INDIRECTS: \$0 BOND FINANCING: \$0 TOTAL PROJECT COST (YOE): \$3,109,795			AUTHORIZED FUNDING BY CATEGORY CATEGORY: 9 FEDERAL: \$2,136,492 STATE: \$0 LOCAL: \$534,123 TOTAL: \$2,670,615			PROJECT HISTORY: REVISION DATE: May-16 MPO ID: B40-04 FUNDING CATEGORY: 9		

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2018

							PROJECT		
DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	SPONSOR	YOE COST	
WACO	Bell	0909-36-157	CS	2018	E, C	Belton	Belton	\$2,670,615	
LIMITS FROM:	University Blvd 0.25 mile south of Crusader Way								
LIMITS TO:	Tiger Drive 0.10 mi north of Sparta Road								
DESCRIPTION:	Construct sidewalks and shared use path--widths vary from 8 ft to 10 ft.; includes landscaping and lighting.								
REVISION DATE:	Feb-18								
MPO ID:	B40-04								
FUNDING CATEGORY:	9								
PROJECT HISTORY:	Chisholm Trail Corridor Hike and Bike Facility Phase II. Project consists of segments along five roadways; 4 segments (University Blvd, Crusader Way, Sparta Road, Tiger Dr.) will be constructed with this project; TxDOT will construct the segment along Loop 121 in conjunction with Loop 121 Roadway Project. Minute Order #114446 dated 12/17/2015.								
TOTAL PROJECT COST INFORMATION:				COST OF APPROVED PHASES:					
PRELIMINARY ENGINEERING:	\$478,878			CATEGORY:	FEDERAL:	STATE:	LOCAL:	TOTAL:	
RIGHT OF WAY:	\$0			9	\$2,136,492	\$0	\$534,123	\$2,670,615	
CONSTRUCTION:	\$2,375,100			\$2,670,615	TOTAL	\$2,136,492	\$0	\$534,123	
CONSTRUCTION ENGINEERING:	\$221,637								
CONTINGENCIES:	\$34,180								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$3,109,795								

Item 6:

Amendments to the 2040

FY17-20 Transportation

Improvement Program

Amendment to FY17-20 Transportation Improvement Program (TIP)

a.) Transit's Fleet Replacement Project, A40-15 (CSJ 0909-36-062)

KTMPO's Transit Project, A40-15, was selected by the Policy Board to receive 10% of Category 7 funds (\$1,615,000) on May 17, 2017. The project was included in the public involvement process for an amendment that occurred between May 20-June 3, 2017 for the FY17-20 TIP. On June 21, 2017, the Policy Board approved the amendment for adding the Transit Project to the TIP, however, the TIP sheet for the project was mistakenly omitted from the Policy Board meeting packet.

Since the June 2017 meeting, the Transit Project was administratively amended on August 28, 2017 to remove the word "Transit" from the cell labeled "City."

The original TIP sheet made available during the public involvement process and the administratively amended TIP sheet from August 2017 are included in the meeting packet.

Action Item: Approval of amending the FY17-20 TIP to include the Transit Project, A40-15, as intended in June 2017 and approval of the August 2017 Administrative Amendment.

b.) Killeen's SH 195, K40-27 (CSJ 0836-02-073)

KTMPO's Killeen SH 195 Project, K40-27, was selected for TxDOT Project Development funding on May 18, 2016 and was placed in Appendix D of the TIP. This project was selected by the Policy Board to receive Category 7 funds (\$800,000) on May 17, 2017. The project was included in the public involvement process for an amendment that occurred between May 20-June 3, 2017 for the FY17-20 TIP. On June 21, 2017, the Policy Board approved the amendment for adding the project to the TIP.

Since the June 2017 meeting, the project was administratively amended on March 7, 2018 to update the total project cost from \$1,581,000 to \$902,000.

The original TIP sheet approved by the Policy Board in June 2017 and the administratively amended TIP sheet from March 2018 are included in the meeting packet.

Action Item: Approval of the amending the FY17-20 TIP to reflect accurate total project cost.

c.) US 190, W40-06 (CSJ 0231-03-145 and CSJ 0231-04-061)

KTMPO's US 190 Project, W40-06, was selected by the Policy Board to receive Category 2 funds (\$39,000,000) on May 17, 2017. The project was assigned two Control Section Job (CSJ) numbers by TxDOT (CSJ 0231-03-145 and CSJ 0231-04-061) and presented on two separate TIP sheets during the public involvement process for an amendment that occurred between May 20-June 3, 2017 for the FY17-20 TIP. On June 21, 2017, the Policy Board approved the

amendment for adding the project to the TIP, however, one of the two TIP sheets for the project was mistakenly omitted from the Policy Board meeting packet.

The two TIP sheets made available during the public involvement process are included in the meeting packet.

Action Item: Approval of amending the FY17-20 TIP to include both TIP sheets for project W40-06 as intended in June 2017.

d.) Harker Height's US 190 at FM 2410, H35-01 (CSJ 0231-03-147)

KTMP's Harker Heights US 190 at FM 2410 Project, H35-01, was selected by the Policy Board to receive Category 7 funds (\$5,000,000) on May 17, 2017. The project was included in the public involvement process for an amendment that occurred between May 20-June 3, 2017 for the FY17-20 TIP. On June 21, 2017, the Policy Board approved the amendment for adding the project to the TIP.

Since the June 2017 meeting, the project was administratively amended on November 16, 2017, to update the description of the project to accurately describe the location "at FM 2410."

The original TIP sheet approved by the Policy Board in June 2017 and the administratively amended TIP sheet from November 2017 are included in the meeting packet.

Action Item: Approval of amending the FY17-20 TIP to reflect updated project location.



Transportation Planning Policy Board
March 14, 2018

Transit's Fleet Replacement Project, A40-15 (CSJ 0909-36-062)

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2018

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-162	VA	2018	T	Transit	Transit	\$1,615,000	
LIMITS FROM:	Hill Country Transit								
LIMITS TO:	Killeen UZA								
DESCRIPTION:	Purchase buses								
REVISION DATE:	Aug-17								
MPO ID:	A40-15								
FUNDING CATEGORY:	7								
REMARKS:	Based upon allocating 10% of overall FY 18, 19, and 20 STP-MM projected amounts to transit.								
TOTAL PROJECT COST INFORMATION:				AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$0	COST OF APPROVED PHASES:		CATEGORY:	FEDERAL:	STATE:	LOCAL:	TOTAL:	
RIGHT OF WAY:	\$0	\$0	\$1,615,000	7	\$1,292,000		\$323,000	\$1,615,000	
CONSTRUCTION:	\$1,615,000	\$0	\$1,615,000	TOTAL	\$1,292,000	\$0	\$323,000	\$0	
CONSTRUCTION ENGINEERING:	\$0	\$0	\$0					\$1,615,000	
CONTINGENCIES:	\$0	\$0	\$0						
INDIRECTS:	\$0	\$0	\$0						
BOND FINANCING:	\$0	\$0	\$0						
TOTAL PROJECT COST (YOE):	\$1,615,000								

KTMPO Administrative Amendments

August 28, 2017

KTMPO ID: A40-15

CSJ: 0909-36-162

Administrative Amendment: TIP

City:

Original: Transit

Amendment: Blank

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2018

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0909-36-162	VA	2018	T		Transit	\$1,615,000
LIMITS FROM:	Hill Country Transit							
LIMITS TO:	Killeen UZA							
DESCRIPTION:	Purchase buses							
REVISION DATE:	Aug-17							
MPO ID:	A40-15							
FUNDING CATEGORY:	7							
REMARKS:	Based upon allocating 10% of overall FY 18, 19, and 20 STP-MM projected amounts to transit.							
TOTAL PROJECT COST INFORMATION:							AUTHORIZED FUNDING BY CATEGORY	
PRELIMINARY ENGINEERING:	\$0	COST OF APPROVED PHASES:		FEDERAL:		STATE:	LOCAL:	TOTAL:
RIGHT OF WAY:	\$0	\$0	\$1,615,000	\$1,292,000	\$0	\$323,000	\$0	\$1,615,000
CONSTRUCTION:	\$1,615,000							\$0
CONSTRUCTION ENGINEERING:	\$0							\$0
CONTINGENCIES:	\$0							\$0
INDIRECTS:	\$0							\$0
BOND FINANCING:	\$0							\$0
TOTAL PROJECT COST (YOE):	\$1,615,000							\$1,615,000



Transportation Planning Policy Board
March 14, 2018

Killeen's SH 195, K40-27 (CSJ 0836-02-073)

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0836-02-073	SH 195	2019	C	Killeen	Killeen	\$800,000
LIMITS FROM: 0.1 MI N of FM 3470 LIMITS TO: 0.1 MI S of FM 3470 DESCRIPTION: Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter). REVISION DATE: Aug-17 MPO ID: K40-27 FUNDING CATEGORY: 7 PROJECT HISTORY: August 2017 KTMO selected project								
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:			AUTHORIZED FUNDING BY CATEGORY		
PRELIMINARY ENGINEERING: \$304,000			CONSTRUCTION: \$800,000			CATEGORY: FEDERAL: \$640,000		
RIGHT OF WAY:			CONSTRUCTION ENGINEERING: \$291,000			STATE: \$160,000		
			CONTINGENCIES: \$186,000			LOCAL: \$0		
INDIRECTS:			TOTAL: \$840,000			LOCAL CONT: \$0		
BOND FINANCING:			TOTAL: \$800,000			TOTAL: \$800,000		
TOTAL PROJECT COST (YOE): \$1,581,000								

KTMPO Administrative Amendments

March 7, 2018

KTMPO ID: K40-27

CSJ: 0836-02-073

Administrative Amendment: TIP

Total Project Cost:

Original: \$1,581,000

Amendment: \$902,000

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOY COST
WACO	Bell	0836-02-073	SH 195	2019	C	Killeen	Killeen	\$800,000
LIMITS FROM: 0.1 MI N of FM 3470								
LIMITS TO: 0.1 MI S of FM 3470								
DESCRIPTION: Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter).								
REVISION DATE: Aug-17								
MPO ID: K40-27								
FUNDING CATEGORY: 7								
REMARKS: August 2017 KTMPO selected project								
PROJECT HISTORY:								
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:			AUTHORIZED FUNDING BY CATEGORY		
PRELIMINARY ENGINEERING:	\$40,000					CATEGORY: FEDERAL:	\$640,000	
RIGHT OF WAY:						STATE:	\$160,000	
CONSTRUCTION:	\$800,000					LOCAL:	\$0	
CONSTRUCTION ENGINEERING:	\$38,000					TOTAL:	\$800,000	
CONTINGENCIES:	\$24,000							
INDIRECTS:								
BOND FINANCING:								
TOTAL PROJECT COST (YOY):			\$902,000					



Transportation Planning Policy Board
March 14, 2018

US 190, W40-06 (CSJ 0231-03-145 and CSJ 0231-04-061)

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017- 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0231-04-061	US 190	2019	C		Waco	\$14,820,000
LIMITS FROM:	0.25 MI W of Paddy Hamilton							
LIMITS TO:	FM 2410 in W Belton							
DESCRIPTION:	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments							
REVISION DATE:	Aug-17							
MPO ID:	W40-06							
FUNDING CATEGORY:	2M							
PROJECT HISTORY:								
REMARKS:	August 2017 KTMP0 selected project							
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				TOTAL:
PRELIMINARY ENGINEERING:	\$785,000	CONSTRUCTION:	\$14,820,000	FEDERAL:	\$11,856,000	STATE:	\$2,954,000	\$14,820,000
RIGHT OF WAY:		CONSTRUCTION ENGINEERING:	\$689,000	2M	\$11,856,000	LOCAL:	\$0	
CONSTRUCTION:	\$14,820,000	CONTINGENCIES:	\$29,000	TOTAL	\$11,856,000	LOCAL CONTY:	\$0	\$14,820,000
INDIRECTS:		BOND FINANCING:						
TOTAL PROJECT COST (YOE):	\$16,323,000							

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017- 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0231-04-061	US 190	2019	C		Waco	\$14,820,000
LIMITS FROM:	0.25 MI W of Paddy Hamilton							
LIMITS TO:	FM 2410 in W Belton							
DESCRIPTION:	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments							
REMARKS:	August 2017 KTMO selected project							
TOTAL PROJECT COST INFORMATION: PRELIMINARY ENGINEERING: \$785,000 RIGHT OF WAY: \$14,820,000 CONSTRUCTION: \$689,000 CONSTRUCTION ENGINEERING: \$29,000 CONTINGENCIES: INDIRECTS: BOND FINANCING:							COST OF APPROVED PHASES: \$14,820,000	
AUTHORIZED FUNDING BY CATEGORY CATEGORY: FEDERAL: \$11,856,000 2M \$2,964,000 TOTAL \$11,856,000							STATE: \$2,964,000 LOCAL: \$0 TOTAL: \$14,820,000	
PROJECT HISTORY:							REVISION DATE: Aug-17 MPO ID: W40-06 FUNDING CATEGORY: 2M	

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017- 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0231-03-145	US 190	2019	C		Waco	\$24,180,000
LIMITS FROM:	FM 3423 (Indian Trail)							
LIMITS TO:	0.25 MI W of Paddy Hamilton						Aug-17	
DESCRIPTION:	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments						W40-06	
REVISION DATE:							2M	
MPO ID:								
FUNDING CATEGORY:								
PROJECT HISTORY:								
REMARKS:	August 2017 KTMO selected project							
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:			AUTHORIZED FUNDING BY CATEGORY		
PRELIMINARY ENGINEERING:	\$1,282,000					FEDERAL:		
RIGHT OF WAY:						STATE:	\$4,836,000	
CONSTRUCTION:	\$24,180,000		\$24,180,000			LOCAL:		\$24,180,000
CONSTRUCTION ENGINEERING:	\$1,120,000					TOTAL	\$19,344,000	\$4,836,000
CONTINGENCIES:	\$47,000						\$0	\$0
INDIRECTS:								
BOND FINANCING:								
TOTAL PROJECT COST (YOE):								\$26,629,000



Transportation Planning Policy Board
March 14, 2018

Harker Height's US 190 at FM 2410, H35-01 (CSJ 0231-03-147)

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
 FY 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2020

						PROJECT		
DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	SPONSOR	YOY COST
WACO	Bell	0231-03-147	US 190	2020	C	Harker Heights	Harker Heights	\$5,000,000
LIMITS FROM:		E Central Texas Expy W						
LIMITS TO:		E Central Texas Expy E						
DESCRIPTION:		Construction of a west to east turnaround						
REVISION DATE:		Aug-17						
MPO ID:		H35-01						
FUNDING CATEGORY:		7						
PROJECT HISTORY:								
REMARKS:		August 2017 KTMO selected project						
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:		\$278,000		CATEGORY: FEDERAL:		STATE:		TOTAL:
RIGHT OF WAY:				7		\$4,000,000		\$5,000,000
CONSTRUCTION:		\$5,000,000		TOTAL		\$4,000,000		\$0
CONSTRUCTION ENGINEERING:		\$266,000		LOCAL:		\$0		\$0
CONTINGENCIES:		\$170,000		TOTAL		\$1,000,000		\$5,000,000
INDIRECTS:								
BOND FINANCING:								
TOTAL PROJECT COST (YOY):		\$5,714,000						

KTMPO Administrative Amendments

November 16, 2017

KTMPO ID: H35-01

CSJ: 0231-03-147

Administrative Amendment: TIP

Description:

Original: Construction of a west to east turnaround.

Amendment: Construction of a west to east turnaround at FM 2410.

HIGHWAY PROJECT LISTING

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION FY 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM

FY 2020

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST																						
WACO	Bell	0231-03-147	US 190	2020	C	Harker Heights	Harker Heights	\$5,000,000																						
LIMITS FROM: E Central Texas Expy W																														
LIMITS TO: E Central Texas Expy E																														
DESCRIPTION: Construction of a west to east turnaroud at FM 2410																														
REVISION DATE: Aug-17																														
MPO ID: H35-01																														
FUNDING CATEGORY: 7																														
PROJECT HISTORY:																														
REMARKS: August 2017 KTMPPO selected project																														
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:																											
PRELIMINARY ENGINEERING: \$278,000			CONSTRUCTION: \$5,000,000																											
RIGHT OF WAY:			CONSTRUCTION ENGINEERING: \$266,000																											
CONSTRUCTION: \$5,000,000			CONTINGENCIES: \$170,000																											
CONSTRUCTION ENGINEERING: \$266,000			INDIRECTS:																											
CONTINGENCIES: \$170,000			BOND FINANCING:																											
INDIRECTS:			TOTAL PROJECT COST (YOE): \$5,714,000																											
BOND FINANCING:			<table border="1"> <thead> <tr> <th colspan="4">AUTHORIZED FUNDING BY CATEGORY</th> </tr> <tr> <th>CATEGORY:</th> <th>FEDERAL:</th> <th>STATE:</th> <th>LOCAL:</th> <th>LOCAL CONT:</th> <th>TOTAL:</th> </tr> </thead> <tbody> <tr> <td>7</td> <td>\$4,000,000</td> <td>\$1,000,000</td> <td></td> <td></td> <td>\$5,000,000</td> </tr> <tr> <td>TOTAL</td> <td>\$4,000,000</td> <td>\$1,000,000</td> <td>\$0</td> <td>\$0</td> <td>\$5,000,000</td> </tr> </tbody> </table>						AUTHORIZED FUNDING BY CATEGORY				CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:	7	\$4,000,000	\$1,000,000			\$5,000,000	TOTAL	\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000
AUTHORIZED FUNDING BY CATEGORY																														
CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:																									
7	\$4,000,000	\$1,000,000			\$5,000,000																									
TOTAL	\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000																									

Item 7:

**Public Participation Plan,
Title VI Plan, and
Limited English Proficiency
Plan**

Public Participation Plan

KTMPPO's Public Participation Plan (PPP) is to be reviewed and updated every three years. The last major update occurred in October 2014. Staff have reviewed the plan and recent legislation and updated the plan accordingly. Proposed revisions reflect new and expanded goals, reformatted plan layout, updated reporting requirements for administrative changes, revised requirement for public involvement, redefined public hearings to public forums, updated demographic data, revised environmental justice communities of concern, created Spanish Comment Forms, and compliance with requirements of the FAST Act federal regulations.

The 45-day public comment period started January 20, 2018 and concluded on March 6, 2018. Two public hearings occurred on January 25, 2018 at the City of Killeen City Council Chambers and at the CTCOG offices in Belton. KTMPPO has not received any comments for the updated PPP. The TAC recommended approval of the PPP at their meeting on March 7, 2018. A tentative schedule is provided below.

Tentative Schedule:

January 3, 2018--TAC discussion and recommendation on EJ area and initiation of PI process for PPP update;

January 17, 2018—TPPB approval to initiate PI process:

a) Two public hearings: January 25, 2018 at City of Killeen City Council Chambers in Killeen at 12:00pm; and January 25, 2018 at Central Texas Council of Governments in Belton at 5:00pm.

b) 45 day public comment period: January 20, 2018 – March 6, 2018;

March 7, 2018—TAC recommendation to approve PPP update;

March 14, 2018—TPPB approval of PPP update.

Title VI Plan and Limited English Proficiency Plan

Recipients of federal funding are required to adopt a Title VI/Nondiscrimination Plan. The purpose of the plan is to ensure the entity's programs, policies, and activities comply with various nondiscrimination laws and regulations to include Title VI of the Civil Rights Act of 1964. This federal law protects individuals, groups, and organizations from discrimination on the basis of race, color or national origin in federally assisted programs and activities. Since other nondiscrimination authorities have expanded the scope and range of Title VI application and reach (i.e. religion, sex, disability, age), reference to Title VI includes other provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.

KTMPPO adopted a Title VI Plan in September 2014. This plan is to be updated every 3 years. The plan includes a nondiscrimination policy statement, identifies a Title VI Coordinator, provides a discrimination complaint form, and outlines remedial action. A draft of the updated plan is



Transportation Planning Policy Board
March 14, 2018

attached for review. The Title VI Plan Addendum includes the Limited English Proficiency Plan (LEP) and the Public Participation Plan (PPP) with an Environmental Justice component. KTMPO has adopted Hill Country Transit District's (HCTD) LEP Plan in the past and propose to do the same with this update. Their current plan was updated in July 2017. The KTMPO PPP is undergoing a 3-year update as well. TAC recommended approval of the Title VI Plan and LEP Plan at their meeting on March 7, 2018.

Tentative Schedule:

November 1, 2017 – TAC discuss draft Title VI Plan and LEP Plan;
November 15, 2017 – TPPB discuss draft Title VI Plan and LEP Plan;
January 3, 2018 – TAC discuss draft Title VI Plan and LEP Plan;
January 17, 2018 – TPPB discuss draft Title VI Plan and LEP Plan;
March 7, 2018 – TAC recommends adoption of Title VI Plan and LEP Plan;
March 14, 2018 – TPPB adopts Title VI Plan and LEP Plan.

Action Needed: Approval of Public Participation Plan and adoption of the Title VI Plan and Limited English Proficiency Plan.



Public Participation Plan (PPP)

Approved by the
Transportation Planning Policy Board
on March ___, 2018

Prepared By:
Killeen-Temple Metropolitan Planning Organization
2180 N. Main Street
Belton, TX 76513

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SECTION 1 - APPROVAL

The Killeen-Temple Metropolitan Planning Organization (KTMPO) Public Participation Plan (PPP) is reviewed and updated every 3 years and evaluated for effectiveness through objective measures and subjective observations. Amendments may occur before each 3-year update. The PPP was reviewed and updated or amended in years 2007, 2008, 2011, and 2014 to reflect KTMPO's status as a Transportation Management Area (TMA), expanded outreach efforts, inclusion of Title VI and Environmental Justice activities, updated demographic data, and to become compliant with new requirements of federal regulations to include:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Staff has reviewed the plan and recent legislation and updated the plan accordingly. Proposed revisions reflect updated contact information, reformatted plan layout, new and expanded goals, updated reporting requirements for administrative modifications, revised requirement for public involvement, redefined public hearings to public forums, updated demographic data, revised environmental justice communities of concern, updated regional agencies and stakeholders, Spanish Comment Forms, and compliance with requirements of the FAST Act federal regulations.

- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering 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). The FAST Act 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.

Two public forums for the proposed update to the PPP were conducted on January 25, 2018, and a 45-day public comment period was completed on March 6, 2018. The updated PPP and

comments received were presented and approved on March_____, 2018 by the KTMPO Transportation Planning Policy Board (TPPB) at an official meeting.

SECTION 2 - FAST ACT

The most recent legislation, the FAST Act (23 CFR 450.306), requires Metropolitan Planning Organizations (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:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) 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;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

SECTION 3 - INTRODUCTION

Transportation planning is an important and collaborative process that involves participation from various groups and decision-making bodies such as:

- Individuals;
- Affected public agencies;
- Representatives of public transportation employees,
- Public ports, freight shippers, and providers of freight transportation services;
- Private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program);
- Representatives of users of public transportation;
- Representatives of users of pedestrian walkways and bicycle transportation facilities;
- Representatives of the disabled;
- Advisory committees;
- Technical committee;
- Policy board;
- And other interested parties included in Appendix D.

Transportation planning offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community. When the public is engaged in the process, the needs of the community are better addressed and met.

The Region

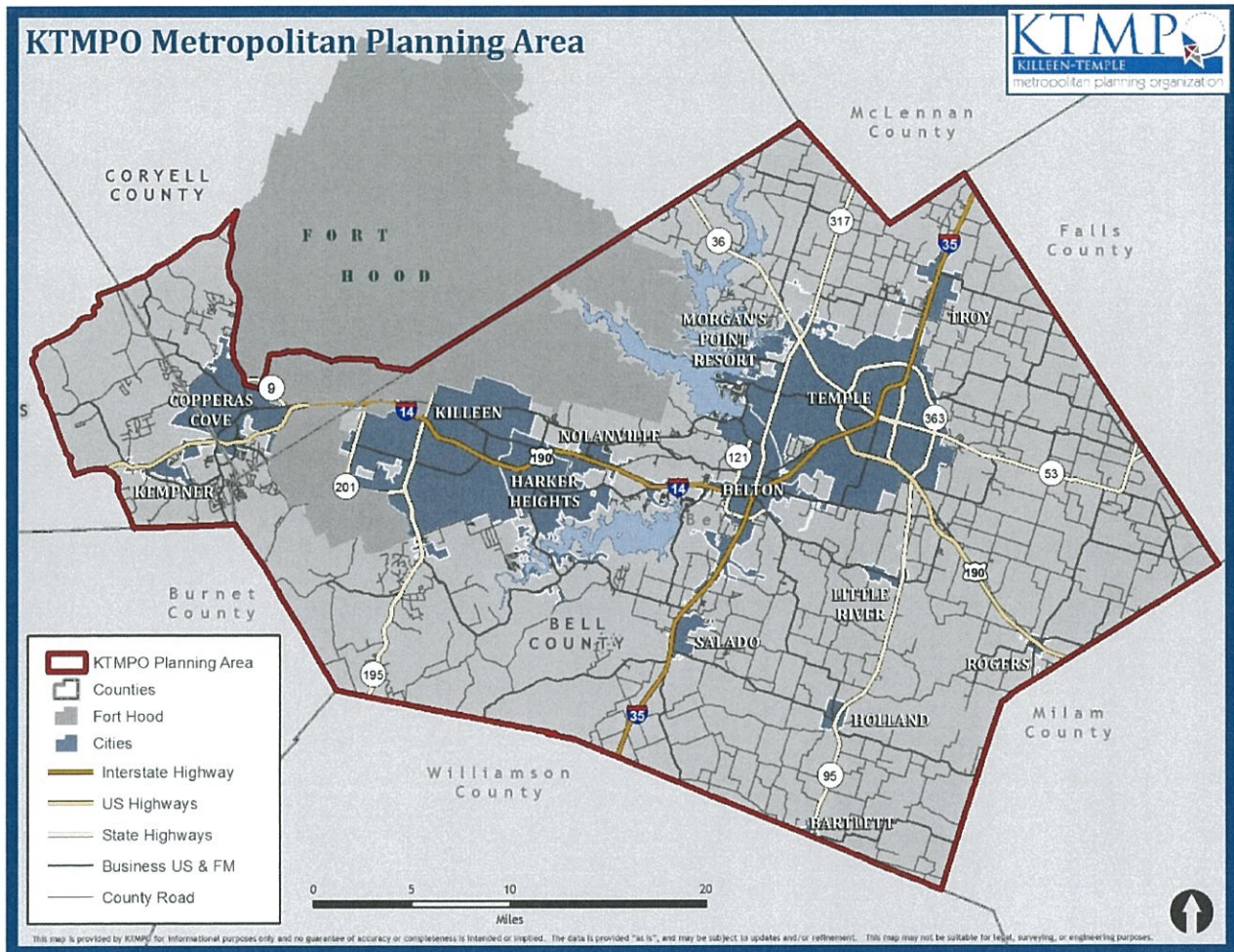
KTMPO is the federally designated MPO for the metropolitan area covering all of Bell, and parts of Coryell and Lampasas Counties to include portions of Fort Hood and the following cities:

Table 3.1- KTMPO Membership:

Bell County		
▪ Bartlett	▪ Killeen	▪ Village of Salado
▪ Belton	▪ Little River / Academy	▪ Temple
▪ Copperas Cove	▪ Morgan's Point Resort	▪ Troy
▪ Harker Heights	▪ Nolanville	
▪ Holland	▪ Rogers	
Coryell County		
▪ Copperas Cove		
Lampasas County		
▪ Kempner		

KTMPO's purpose is to coordinate regional transportation planning among the state, counties, and cities within the metropolitan area and to coordinate the use of federal transportation funds.

Map 3.1- KTMPO Boundary:



The KTMPO region is one of the fastest growing areas of Texas. The combination of the growth at Fort Hood and the strong economic development efforts of all the region’s cities and counties are resulting in an increase in population, jobs, and housing, and consequently an increase in the pressure on the transportation system.

Transportation decisions made today will affect people far into the future. Therefore, the following issues are considered when developing transportation planning objectives:

Economic Development: What mix of transportation modes will promote a strong regional economy?

Mode of Transportation: How will we plan for or promote the movement of people, goods, and freight via air, rail, roadway, transit, bicycling, and/or walking in the future transportation network?

Quality of Life:	How will changes to the transportation system affect green spaces, air quality, the environment, mobility, roadway capacity, ease of access to services, and the livability of communities?
Infrastructure:	How can we incorporate sustainability, robustness, and resilience into existing and planned infrastructure?

Public Participation Plan

The public has an opportunity to participate during all phases of transportation planning. By doing so, the public gains a better understanding of the planning process and its constraints.

To best guide this process, the KTMPO has created and follows a PPP which serves as the official policy document. The PPP supports early and continuing involvement of the public in developing transportation plans for the region. The process is a proactive transportation planning effort that provides complete information, timely public notice, and full public access to key project and plan decisions.

The PPP goals are to provide opportunities for interested parties to participate in the planning process. The goals are:

- Create and maintain a partnership that is open and accessible to the public, stakeholders and policy makers;
- Improve education and assistance techniques which result in an accurate understanding of the transportation issues, solutions and obstacles of the process;
- Work with community groups to create opportunities for all segments of the public to learn about issues and projects under consideration that may impact their neighborhoods;
- Seek opportunities for public comment from all users of transportation infrastructures including low-income, elderly/disabled and minority communities that may not typically participate in the planning process;
- Utilize various techniques and formats, mediums, and languages to reach a larger audience;
- Provide timely responses to concerns and comments raised by the public with follow-through to demonstrate that decision makers seriously considered public input; and
- Disseminate clear, concise, and timely information to citizens, affected agencies, and interested parties. A list of regional agencies and stakeholders is included in Appendix D.

These goals are further defined in 23 CFR 450.316, which is included as Appendix A. KTMPO is committed to complying with these requirements.

Planning Documents

The PPP includes public involvement procedures for the following planning documents: the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), the Congestion Management Process (CMP), the Public Participation Plan (PPP) and any other transportation planning initiatives and studies that have a significant scope or impact.

The TIP and MTP form the foundation from which the Texas Department of Transportation (TxDOT), in cooperation with KTMPO, will select projects for construction or rehabilitation of transportation infrastructure and transit activity in the planning area.

A Congestion Management Process (CMP) is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The CMP is a key component that guides the actions necessary to maintain a safe efficient and convenient transportation system throughout the KTMPO region.

See Appendix E for a Glossary of Planning Terms.

Program Adoption, Amendments, and Administrative Modification

Planning documents are modified through program adoption, amendment, or administrative modification.

Program Adoption: Occurs through the creation or scheduled update of existing plans (TIP, MTP, CMP, and PPP).

Amendments and administrative modifications are summarized below and are classified as such based upon federal and state requirements in 23 CFR 450.104 and Texas Administrative Code (TAC) – Title 43 Part 1 Chapter 16.

Amendment: Includes major revisions to a document that require public review and comment, and a re-demonstration of fiscal constraint where applicable.

MTP or TIP: Major changes to a project include the following:

- Addition or deletion of a project funded in whole or in part with federal dollars;
- Change in project cost or project phase that is greater than 50% increase in federal dollars and exceeds \$1,499,999;
- Change in initiation dates of project or project phase that would move a project out of the TIP;
- Change in a project phase such as the addition of preliminary engineering, construction, or right of way of a federally funded project; or

- Change in design concept or design scope of a federally funded project, such as changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects).

Administrative Modification: Includes minor revisions that do not require public review and comment, or re-demonstration of fiscal constraint.

MTP or TIP: Minor changes to a project include the following:

- Change in cost of project or project phase that is 50% or less increase in federal dollars and less than \$1,500,000;
- change in the control section job (CSJ) number of a project unless the change also affects other characteristics of the project or funding
- Change to funding sources of previously included projects; or
- Change in letting date or funding date of a project or project phase.

All Planning Documents: Minor changes include:

Minor language, grammatical, format or other corrections that would not change the approved intent or content of the document, overall project list, or overall scope of any project, consistent with federal and state requirements as noted above.

Administrative modification to planning documents may be approved by staff and presented and discussed at meetings of the Technical Advisory Committee (TAC) and Transportation Planning Policy Board (TPPB).

Meeting Regulations

The Americans with Disabilities Act of 1990 (ADA) ensures equal opportunity for people with disabilities in employment, public accommodations, transportation, state and local government services, and telecommunications. KTMPO facilitates participation by people with disabilities using the following guideline: KTMPO public forums, meetings and events are held in facilities that are accessible by persons with disabilities. Public notice of KTMPO public forums, meetings and events include a notice of accommodations for qualified individuals with disabilities. Such accommodations will be provided on request with a minimum of 24-hour notice.

The Texas Open Meetings Act sets requirements for state and local governmental entities to conduct open meetings and make information relating to governmental conduct and actions accessible to the public. The public will be given the opportunity to participate at every KTMPO public forum, meeting, or event. All TAC or TPPB meetings will be sound recorded, with the recordings held for a minimum of three years. A record of proceedings, including attendance, will be made available at the MPO office within 65 days of the meeting.

In addition to fulfilling the MPO public involvement requirements outlined in federal regulations, KTMPO is committed to satisfying any public involvement requirements formalized by its

partners to include TxDOT and Hill Country Transit District (HCTD). As such, KTMPO's public participation process satisfies HCTD's public participation requirements for the Program of Projects under the FTA 5307—Urbanized Area Formula Grant Program.

SECTION 4 - PUBLIC INVOLVEMENT

Public Forums

Public forums will be held prior to program adoption and major amendments, as defined in the previous section. Public forums will be scheduled in a manner that makes them accessible to the community.

Notification for public forums will be provided in the following manner:

- Notices will be posted at the KTMPO office at least seventy-two (72) hours in advance;
- Notices will also be posted at least seventy-two (72) hours in advance with the Texas Register, a weekly information publication submitted by state and other public agencies. Texas Register is available online at <http://texinfo.library.unt.edu/texasregister/> or by paid subscription;
- Notices will be sent to KTMPO county clerk offices for posting;
- Formal advertisement will be placed in the two newspapers with the largest general circulation;
- Forum dates, times, and locations will also be posted on www.ktmipo.org as well as through social media; and
- Notifications of forums will be sent via e-mail and/or mail to all persons in the notification database.

Locations for public forums shall be dispersed throughout the KTMPO region.

- Program Adoption: a minimum of two public forums will be held for program adoption in the following manner:
 - At least one public forum will be held in either Temple or Belton to serve the east side of the KTMPO boundary.
 - At least one public forum will be held in either Harker Heights, Killeen or Copperas Cove to serve the west side of the KTMPO boundary.
- Major Amendments: a minimum of one public forum will be held for major amendments in the following manner:
 - At least one public forum will be held in a location close to the affected area if possible and appropriate.
- Administrative Modifications: will be presented and discussed at TAC and TPPB meetings only and will not require a public forum.

KTMPO staff may perform the following tasks for public forums: prepare an agenda, provide technical assistance during the forum, make a presentation, or arrange for others to make a presentation that uses innovative techniques to elicit full participation.

Workshop and Open-house events will require the same public notification and location procedures as a public forum.

Table 4.1- Planning Documents and Comment Periods:

Program Adoption	Public Forums	*Public Comment Period	Remarks
TIP MTP CMP	Minimum of two forums prior to TPPB approval	30 days; to be concluded prior to TPPB approval	<ul style="list-style-type: none"> ▪ Significant comments to TIP and MTP will be included in each document. ▪ Whenever possible, public forums for each transportation planning component will be held concurrently. ▪ A summary of oral or written public comments will be provided to TAC and TPPB.
PPP	Minimum of two forums prior to TPPB approval	45 days; to be concluded prior to TPPB approval	
Major Program Amendments	Public Forums	*Public Comment Period	Remarks
TIP MTP CMP	Minimum of one forum prior to TPPB approval	15 days; to be concluded prior to TPPB approval	<p>Major amendments involve a change to:</p> <ul style="list-style-type: none"> ▪ The list of projects; ▪ The project scope of work or design concept; ▪ The phase of work (i.e. addition of preliminary engineering or construction); or ▪ Significant change in funding allocation or distribution.
PPP	Minimum of two forums prior to TPPB approval	45 days; to be concluded prior to TPPB approval	
<p>*Public comment periods will conclude on a day when the KTMPO office is open for official business. If the specified comment period ends on a weekend or holiday when the KTMPO office is not open, the comment period shall be extended to the next day on which the KTMPO office is open.</p>			

Public Meetings

There are two types of public meetings which KTMPO uses to conduct business and provide information and feedback: TAC and TPPB Meetings.

The TAC will hold a public meeting generally on the first Wednesday of each month. The TPPB will hold a public meeting generally on the third Wednesday of each month. If no agenda items are proposed for a specific meeting date, the dates may be adjusted as long as the TAC and TPPB meets a minimum of four times a year. Additional meetings may be scheduled as necessary.

Notification for public meetings will be provided in the following manner:

- Meetings will be posted at the KTMPO office at least seventy-two (72) hours in advance;
- Meetings will also be posted at least seventy-two (72) hours in advance with the Texas Register, a weekly information publication submitted by state and other public agencies. Texas Register is available online at <http://texinfo.library.unt.edu/texasregister/> or by paid subscription;
- Meetings will be sent to KTMPO county clerk offices for posting;
- Formal advertisement will be placed in the two newspapers with the largest general circulation;
- Meeting dates, times, and locations will also be posted on www.ktmpo.org as well as through social media; and
- Notifications of meetings will be sent via e-mail and/or mail to all persons in the notification database.

Location of public meetings will be held generally at the Central Texas Council of Governments building located at 2180 N. Main Street, Belton, Texas 76513. If agenda items affect a specific community or area, the meeting may be held in the affected community if facilities are available.

Table 4.2- Public Meetings:

Public Meetings	Frequency	Remarks
Technical Advisory Committee	Generally first Wednesday of every month, as needed. Minimum of four meetings per year.	Administrative amendments to the TIP and other items not specifically requiring public involvement are presented and discussed at TAC and TPPB meetings.
Transportation Planning Policy Board	Generally third Wednesday of every month, as needed. Minimum of four meetings per year.	

Public Information	Frequency	Remarks
Technical Assistance	Provided daily	Answering comments and requests is a continuous process and KTMPO will strive to keep the public as informed as possible on transportation related issues in the region. Relevant information, such as links to news articles, surveys or other transportation planning resources available at www.ktmipo.org

Public Comment Period

To solicit public opinion, a public comment period shall be held prior to program adoption or amendments of KTMPO documents. The public comment period will be scheduled immediately after TPPB approves initiation of the public comment period. Comments may be collected online by completing a Comment Form at www.ktmipo.org. Comments may also be collected on Comment Forms available during the public forums, public meetings, and at KTMPO offices. Notification of the public comment period will be the same as previously mentioned for public forums and public meetings. General public comments are also encouraged by the public outside of public comment periods. A copy of the KTMPO Comment Form is included in Appendix C.

Response to Public Comment

Public comments received during public comment period will be collected from print and electronic media and presented to the TPPB. Any significant comments received on the TIP, MTP, CMP, and PPP during the public comment period by members of the public shall be summarized along with a report on the disposition of comments in the final documents previously mentioned. A copy of the summary and disposition report shall be sent to TxDOT, Waco office. The summary and disposition report shall be retained in the MPO files for a minimum of three years.

Any significant oral or written comments received by members of the KTMPO TAC or TPPB will also be presented by staff and discussed prior to final approval of the document.

SECTION 5 - COMMUNICATIONS STRATEGY

Public participation shall be available through the following formats: public notification, public forums, public meetings, public review, public comment, public appearances, project solicitation, social media, and the MPO website.

Effective public involvement requires communication that moves freely between all parties. KTMPO is committed to serious consideration of all public comment. The comments and feedback received from individuals is vital to produce transportation planning that meets the needs of the community. Response in the form of public comments will be accepted through several means.

Media

A list of media contacts, including radio, television, and newspapers will be maintained for dissemination of press releases to as wide an audience as possible when appropriate. Specialized media for specific cultural and language groups will also be used when possible and appropriate.

Notification Database

A database of those interested in notification of public meetings and forums will be maintained by the MPO. All organizations/individuals will remain in the database until either they request to be removed or email service returns three notifications to the MPO office as undeliverable. The notification database of Regional Agencies and Stakeholders is included in Appendix D.

A Public Notification Request Form can be completed at any TAC or TPPB meeting, by calling KTMPO staff, or coming to the MPO office. A Public Notification Request Form will be available electronically at the KTMPO website. A public notification database of Regional Agencies and Stakeholders will be continuously updated and will not be required to go before the TPPB each time for approval.

Internet

KTMPO recognizes the increased use of mobile digital devices has changed the way people receive and process information, particularly with regards to government and public discourse. This media format allows for a more participatory and interactive means of engaging with members of the public as well as various stakeholders in the region. For that reason, KTMPO communications strategy will rely heavily on the internet, to include a website and various forms of social media or other web-based technologies as they become available and appropriate. KTMPO's message will continue to be publicized in traditional outlets, such as newspapers or mailings, in order to communicate with the largest audience possible.

An internet site (<http://www.ktmipo.org>) will be maintained on a regular basis to include a calendar of events, informational fact sheets, public involvement outlets and all major current KTMPO documents.

Information Fact Sheets (Also available in Spanish and included in Appendix B)

- Metropolitan Planning Organization
- Metropolitan Transportation Plan
- Transportation Improvement Program

Public Involvement Outlets

- Public Comment Forms (Also available in Spanish and included in Appendix B)
- Internet/Social Media
- Transportation Survey
- Requests for Meeting Notification

KTMPO Documents

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Unified Planning Work Program
- Public Participation Plan
- Congestion Management Process

KTMPO will maintain accounts on current, popular social media sites in order to disseminate information to the public. These accounts will be frequently updated not only with changes to planning documents, but also with links to relevant news articles and other transportation-related sites, especially regional partners like TxDOT or the Hill Country Transit District. The intent of KTMPO's social media presence is to allow the public to receive online updates, at which time they can reference our website for more information on projects or amendments, or to download documents.

Public Access to Plans

Draft reports and plans will be available free of charge at the following locations: at the KTMPO Internet site, the KTMPO office, and KTMPO TAC and TPPB meetings.

Public notice will be placed in local newspapers, stating availability of draft reports and plans and announcing public review periods. All persons and organizations in the notification database will be advised that the draft document is available for public comment.

Requests for Information

Requests for public records or information will be handled in accordance with the Open Records Act of Texas, as amended, as well as, the Central Texas Council of Governments Procedure of Requests for Records.

Civic/Group Presentations

KTMPO staff will accommodate requests from organizations such as chambers of commerce, economic development corporations, independent school districts, and civic clubs with informational programs and focused group discussions when sufficient time is given to make arrangements.

Effectiveness of Public Involvement

KTMPO staff will take steps to measure the effectiveness of our PPP. This plan shall be reviewed every three years to evaluate its effectiveness in soliciting public involvement in the transportation planning process. Both objective measurements and subjective observations will be considered.

Quantitative data to be collected may include:

- Attendance at public meetings, public forums, workshops, or open-house events
- Interactions such as page views of the KTMPO website and quantifiable social media interactions such as subscribers, numbers of comments, or sharing activity
- Survey responses gauging interest, satisfaction, or concerns

Subjective observations may encompass:

- Verbal or written comments, positive or negative
- Recorded comments from social media
- Word of mouth impressions via planning staff, members of the TAC or TPPB, and other state and federal agencies

KTMPO staff will provide the results of the evaluation to members of the TPPB in order to guide future communications strategy.

SECTION 6- ENVIRONMENTAL JUSTICE AND TITLE VI

KTMPO's public involvement plan aims to ensure equality among all citizens. Our goals are to assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings; to attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences; and to achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities.¹ Together, these goals support a program of Environmental Justice.

The Federal Highway Administration (FHWA) defines three basic principles of environmental justice:²

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

KTMPO ensures Environmental Justice by incorporating concerned or affected parties into the planning process. Efforts to accommodate and communicate with traditionally under-served groups will focus on contacting community leaders and organizations; inviting them into the process; speaking at their meetings; and placing them on the notification mailing lists. The Environmental Justice Communities of Concern (EJCOC) have been identified below and page 21 shows the identified focus areas within the KTMPO planning boundary.

Environmental Justice Communities of Concern:

- Census tracts with fifty percent or more of the population categorized as Low-to-Moderate Income by HUD.³
- Census tracts with fifty percent or more of the population identifies as minority (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).³
- Census tracts with twenty-five percent or more persons of Hispanic or Latino descent.³

Outreach methods may include:

- **A network of community leaders/volunteers** who have been identified as representing environmental justice communities of concern (EJCOC).

¹ National Environmental Policy Act of 1969, Sec. 101 [42 USC § 4331]

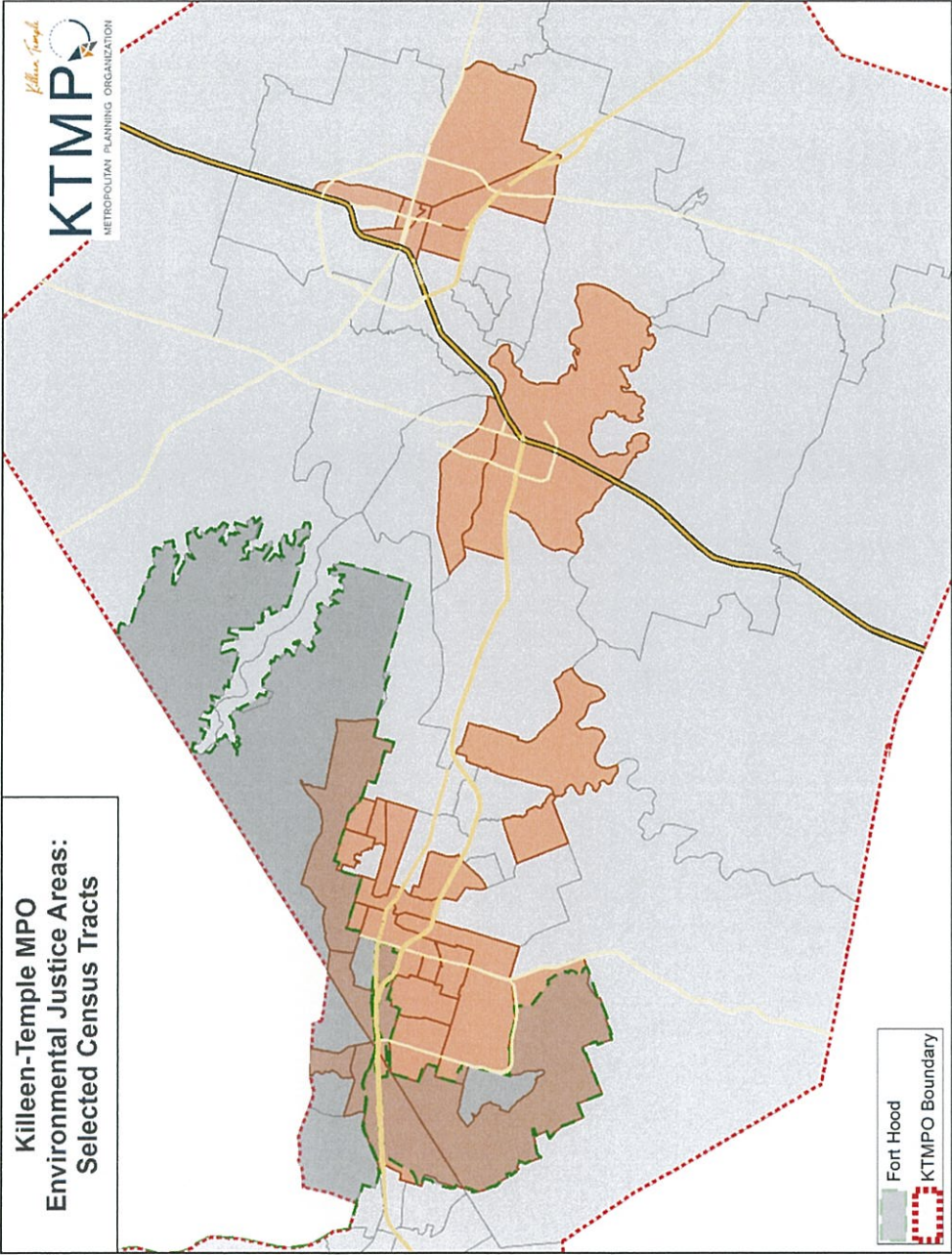
² U.S. D.O.T. Order on Environmental Justice, April 15, 1997, Federal Register Vol. 62 Num. 72

³ 2015 American Community Survey 5-year estimates

- **Fact sheets** that describe and define the planning documents that KTMPO produces. A copy of KTMPO Fact Sheets is included in Appendix B.
- **Translations** to better serve residents whose primary language is not English
- **Public Forums and Public Meeting Locations** that are easily accessible to EJCOG.
- **Website and Social Media** updates and postings of calendar meetings, events, and programs.

See Appendix F for Demographic Analysis and methodology.

Map 6.1- Environmental Justice Areas: Selected Census Tracts:



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APPENDIX

APPENDIX A – CODE OF FEDERAL REGULATIONS

Code of Federal Regulations

Title 23 Chapter I Subpart C “Metropolitan Transportation Planning & Programming

§450.316 Interested parties, participation, and consultation

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including state and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016]

Metropolitan Planning Organization



The **Metropolitan Planning Organization (MPO)** is designated by the Governor of Texas to serve as the transportation planning organization for the Central Texas region. The purpose of the MPO is to coordinate regional transportation planning among the state, counties, and cities within the MPO boundary. This includes the following cities and surrounding areas:

Bartlett	Little River / Academy
Belton	Morgan's Point Resort
Copperas Cove	Nolanville
Harker Heights	Rogers
Holland	Village of Salado
Kempner	Temple
Killeen	Troy

Summary Sheet

WHERE IS KTMPO LOCATED?

Our offices are located in the Central Texas Council of Governments Building.

Killeen- Temple Metropolitan Planning Organization
2180 North Main Street
Belton, Texas 76513

The mailing address is: P.O. Box 729

WHAT DOES KTMPO DO?

The MPO is charged with the task of carrying on a transportation planning process under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The goal is to create a framework in which transportation planning is focused on providing mobility while preserving the natural environment and encouraging community goals. Major MPO functions include:

- Developing a long-range plan—The 25-Year Metropolitan Transportation Plan communicates the transportation needs and goals of the region.
- Coordinating with the Texas Department of Transportation (TxDOT)
- Assisting the Transportation Planning Policy Board with the development of the transportation planning documents and studies that are needed.

WHO IS INVOLVED IN THE PLANNING PROCESS?

The Killeen-Temple Metropolitan Planning Organization (KTMPPO) is guided by the Policy Board and the Technical Committee. The Policy Board members are primarily elected officials from within our planning area, who set the long-range priorities, goals and policy. The Technical Committee includes members of city and county technical staff who provide technical input and advice to support KTMPPO policy decisions.

WHEN ARE MEETINGS HELD?

The KTMPPO Policy Board meets monthly on the third Wednesday and the KTMPPO Technical Committee meets monthly on the first Wednesday, unless specifically changed. These meetings are held at the KTMPPO offices in Belton at 9:30 am and are normally open to the public. Contact KTMPPO staff or visit the KTMPPO website for a list of Technical Advisory Committee and Transportation Planning Policy Board members.

HOW DO I SCHEDULE A PRESENTATION?

KTMPPO staff will gladly attend meetings of local community groups or organizations in order to speak and explain our mission and purpose. Contact our MPO Director to discuss your needs and particular areas of interest. You may also obtain fact sheets or our planning documents from www.ktmpo.org.

Killeen-Temple MPO
 Phone: 254-770-2200
 Fax: 254-770-2360
www.ktmpo.org

**KILLEEN-TEMPLE
 METROPOLITAN
 PLANNING
 ORGANIZATION**

Hoja de Resumen

LA MISIÓN

El gobernador de Texas designó a la Organización de Planificación Metropolitana (MPO, por sus siglas en inglés) como la organización encargada de la planificación de transporte en la región Central de Texas. El propósito de esta organización es de coordinar el proceso de planificación de transporte regional entre los condados y ciudades ubicadas dentro de sus límites. Las siguientes ciudades y sus alrededores están considerados dentro del los límites:

<i>Bartlett</i>	<i>Little River / Academy</i>
<i>Belton</i>	<i>Morgan's Point Resort</i>
<i>Copperas Cove</i>	<i>Nolanville</i>
<i>Harker Heights</i>	<i>Rogers</i>
<i>Holland</i>	<i>Village of Salado</i>
<i>Kempner</i>	<i>Temple</i>
<i>Killeen</i>	<i>Troy</i>

Killeen-Temple MPO
Teléfono: 254-770-2200
Fax: 254-770-2360
www.ktmpo.org

**KILLEEN-TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION**

¿DÓNDE ESTÁ UBICADA LA KTMPO?

Nuestras oficinas se encuentran en el edificio del Consejo de Gobiernos de la Región Central de Texas (Central Texas Council of Governments).

Organización de Planificación Metropolitana Killeen-Temple

2180 North Main Street

Belton, Texas 76513

Dirección postal: P.O. Box 729

¿QUÉ HACE LA KTMPO?

La Organización de Planificación Metropolitana (MPO) esta encargada de realizar el proceso de planificación de transporte según lo dispone el decreto *Avanzando por el Progreso en el Siglo XXI* (MAP-21, por sus siglas en inglés). Su objetivo es crear el marco para la planificación de transporte enfocado en su movilidad y la preservación del los entornos naturales tomando en cuenta las metas de la comunidad. Las funciones principales del MPO incluyen:

* Desarrollar un plan a largo plazo tomando en cuenta las necesidades y metas de la región: Plan de Transporte Metropolitano para los siguientes 25 Años.

* Coordinar el proceso de planificación con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés).

* Apoyar al Consejo de Política y Planeamiento de Transporte con el desarrollo de documentos para la planeación de transporte y estudios necesarios.

¿QUIÉNES PARTICIPAN EN EL PROCESO DE PLANIFICACIÓN?

La Organización de Planificación Metropolitana de Killeen-Temple (KTMPO, por sus siglas en inglés) cuenta con un Consejo de Política y Planeamiento y un Comité Asesor Técnico. El Consejo de Política y Planeamiento consiste de miembros elegidos y designados con derecho a voto. El Comité Asesor Técnico lo forman miembros del personal municipal y del condado quienes proporcionan asesoría técnica.

¿CUÁNDO SE CELEBRAN LAS REUNIONES?

El Consejo de Política y Planeamiento se reúne el tercer miércoles de cada mes y el Comité Asesor Técnico el primer miércoles de cada mes. Las reuniones son a las 9:30 a.m. en las oficinas de la KTMPO.

¿CÓMO PROGRAMAR UNA PRESENTACIÓN?

Si desea que el personal de la KTMPO haga una presentación a un grupo de la comunidad: cívico, religioso, etc., favor de llamar a nuestra oficina al 254-770-2200. Para mayor información consulte nuestra página web: www.ktmpo.org.

Metropolitan Transportation Plan Summary Sheet

THE 25 YEAR TRANSPORTATION PLAN

Community needs for this region are expressed through the Metropolitan Transportation Plan (MTP). The MTP identifies the existing and future transportation needs and plans for the population growth for the next 25 years. The main elements of the plan are a short-range project list (10 years) and a long-range project list (25 years). Once identified within the MTP, a project is then eligible for federal highway or transit dollars for study, design, right of way acquisition or construction activities. The plan considers highways, air transport, transit, bicycle, and pedestrian methods of transportation and seeks to increase the efficiency and safety of the persons and goods within and out of the region.

THE SHORT RANGE PLAN

The short range plan covers road projects that are in the ten-year planning period. The projects listed on the short range plan are considered the most important within the region and may be chosen for improvement if the necessary funding is available. However, it is possible that projects listed in the long range plan will be started earlier, if a funding source is made available and conditions call for a project to begin earlier than expected. The KTMP Policy Board has the option to move a project up to a higher ranking at any time this action is necessary.

THE LONG RANGE AND REGIONALLY SIGNIFICANT UNFUNDED PLAN

The projects that are listed in the long range plan are intended to meet the needs of travel within the region that can reasonably expect funding through the year 2040. Both the short and long range plan are fiscally constrained based on previous funding trends. Projects without a foreseeable funding source are listed in the Regionally Significant Unfunded List of the MTP.

The goals of this plan are to consider the national and local travel trends and their impact in the Killeen–Temple area. Through ongoing, cooperative, and comprehensive transportation planning, with the Texas Department of Transportation, local city and county governments, and other state agencies, we hope to prepare the best plan for the future transportation needs of Central Texas.

Killeen-Temple MPO
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www.ktmpo.org

**KILLEEN - TEMPLE
METROPOLITAN
PLANNING
ORGANIZATION**

Plan de Transporte Metropolitano Hoja de Resumen

PLAN DE TRANSPORTE DE 25 AÑOS

El Plan de Transporte Metropolitano (MTP, por sus siglas en inglés) identifica las necesidades presentes y futuras de la comunidad en lo que se refiere a transporte y toma en cuenta el crecimiento en población de los próximos 25 años. El plan incluye una lista de proyectos a corto plazo (10 años) y una de proyectos a largo plazo (25 años). Un proyecto puede recibir fondos federales para carreteras o circulación vial una vez que éste se encuentre incluido en el MTP. Los fondos asignados se pueden utilizar para los estudios, el diseño, la compra de derecho de paso o la construcción del proyecto. El plan incluye métodos de transporte como lo son las carreteras, el transporte aéreo, la circulación, las bicicletas y los caminos para peatones; su objetivo es aumentar la eficiencia y seguridad del transporte de personas y productos dentro de la región.

PLAN A CORTO PLAZO

El Plan a Corto Plazo incluye proyectos de vías y carreteras que se encuentran en el período de planificación de diez años. Se considera que los proyectos en el Plan a Corto Plazo son los más importantes para la región y por lo tanto se pueden desarrollar si se han asignado los fondos necesarios. Sin embargo, si hay fondos disponibles para un proyecto en el Plan a Largo Plazo y éste requiere que se empiece temprano, es posible que se implemente antes de lo anticipado. La Junta Directiva de la KTMP puede optar por adelantar el proyecto si cree que es necesario.

PLAN A LARGO PLAZO Y EL PLAN REGIONAL SIN FONDOS

Los proyectos en la lista del Plan a Largo Plazo son aquellos que ayudarán a la vialidad en la región y para los cuales se anticipa habrá fondos hasta el año 2040. Tanto los Planes a Corto Plazo como aquellos a Largo Plazo están sujetos a las tendencias de financiamiento previas. Los proyectos que no tienen una fuente de financiamiento segura se clasifican en la lista del MTP como Proyectos Regionales Necesarios Sin Fondos.

Este plan considera las tendencias de la gente que viaja a nivel local y nacional, y el impacto que tienen en el área de Killeen-Temple. Buscamos y esperamos preparar el mejor plan de transporte y el más completo para la región Central de Texas, al trabajar conjuntamente con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés), los gobiernos municipales, los condados y otras agencias estatales.

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KILLEEN-TEMPLE
METROPOLITAN PLANNING
ORGANIZATION

Summary Sheet

THE FOUR-YEAR WORK PROGRAM

The Transportation Improvement Program (TIP) is the work plan which must be developed at both the metropolitan and state levels. Before proceeding to construction or implementation a project must be listed in the TIP. The TIP identifies those projects that the MPO agrees should either be implemented or constructed within the next 4 fiscal years and is designed to program projects which are identified as top priorities within the KTMP Mobility 2040 Metropolitan Transportation Plan. The TIP is updated on a yearly basis by the metropolitan planning organization, in cooperation with Texas Department of Transportation, and transit operators.

PROJECT SELECTION

The projects in the TIP have been selected from the Texas Department of Transportation's ten-year planning list. The planning list is expected to include only those projects officially adopted by the local MPO (in Central Texas, KTMP) and included in the long-range planning document, *Mobility 2040*. Projects are moved forward in the TIP on a year to year basis in the following ways:

- ◆ Any project listed in the first year of the approved TIP shall be considered the first priority and may be implemented as soon as plans are completed and funds are appropriated.
- ◆ Should any project not be attainable from the first priority, then projects shall be selected from the second year list, and those projects may be implemented as plans and funds become available.
- ◆ If funds and plans are available, projects from the third and fourth year may be implemented.

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ORGANIZATION**

Hoja de Resumen

PLAN DE TRABAJO DE CUATRO AÑOS

El Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) es el plan de trabajo que debe desarrollarse a los niveles metropolitano y estatal. Antes de construir o implementar un proyecto, éste tiene que estar incluido en la lista del TIP por la Organización de Planificación Metropolitana. El TIP identifica aquellos proyectos para los cuales concuerda la MPO con que deben o implementarse o construirse dentro de un período fiscal de 4 años, y ha sido diseñado para programar los proyectos de acuerdo al plan de Movilidad 2040 de la KTMP. La Organización de Planificación de Transporte, en colaboración con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) y los operarios de transporte, actualiza la lista del TIP cada año.

SELECCIÓN DE PROYECTOS

Los proyectos en el Programa de Mejoramiento de Transporte (TIP, por sus siglas en inglés) se seleccionan de la lista de los proyectos que el Departamento de Transporte de Texas (TxDOT) planea implementar en un período de diez años. La lista deberá incluir únicamente aquellos proyectos que ha aprobado oficialmente la MPO local (en el caso del región central de Texas, KTMP) y que se incluyen en el plan Movilidad 2040, el documento de planeación a largo plazo. Los proyectos avanzan en la lista del TIP cada año de la siguiente manera:

- ◆ Cualquier proyecto aprobado en la lista TIP del primer año será una prioridad y se puede implementar en cuanto los planes estén listos y se hayan asignado fondos.
- ◆ En caso que un proyecto con prioridad no se pueda realizar, se seleccionarán proyectos de la lista del segundo año y éstos se podrán implementar en cuanto los planes estén listos y se hayan asignado fondos.
- ◆ Los proyectos de la lista del tercer o cuarto año se pueden implementar si los planes están listos y se han asignado fondos.

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ORGANIZATION

APPENDIX C – PUBLIC COMMENT FORM

PUBLIC COMMENT FORM



Instructions: Your personal information is not required, but may allow planning officials to contact you in the future. Your comments will be recorded and presented to our Transportation Policy Board before voting on project selection or funding decisions. *Knowing your location will help KTMPo with planning the needs in your community.

Name: _____
Title: _____
Company: _____
*Address: _____
(Or Closest Intersection) _____
Phone: _____
Email: _____

Comments:
(MORE ROOM ON BACK)

What do you want to say?

All comments and personal information will become part of public records and are subject to requests made under the Freedom of Information Act .

KTMPo | 2180 N. Main St. Belton, TX 76513 | (254) 770-2200 | www.ktmpo.org

Formulario de Comentario Público



Instrucciones: Su información personal no es necesaria, pero puede permitir que los funcionarios de planificación se comuniquen con usted en el futuro. Sus comentarios serán registrados y presentados a nuestra Junta de Política de Transporte antes de votar sobre la selección del proyecto o las decisiones de financiación. * Conocer su ubicación ayudará a KTMP a planificar las necesidades de su comunidad.

Nombre: _____
Titulo: _____
Empresa: _____
*Direccion: _____
(O la interseccion mas cercana) _____
Telefono: _____
E-mail: _____

Comentarios:
(más espacio en la parte posterior)



Todos los comentarios y la información personal pasarán a formar parte de los registros públicos y están sujetos a las solicitudes formuladas en virtud de la Ley de Libertad de Información.

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APPENDIX D – REGIONAL AGENCIES AND STAKEHOLDERS

- Airports/Railroads
- Bureau of Land Management Forest Service (US Department of Agriculture)
- General Land Office
- Bell County
- Coryell County
- Congressional Representatives
- Department of Aging & Regional Services
- Department of Section 8 housing
- Fort Hood
- Homeland Security
- Historical Commission
- Lampasas County
- Local Churches
- Local Historical Agencies
- Local Land Use Plans (City and County)
- Local Parks and Recreation Departments
- Local Economic Development Corporations
- Local Chambers of Commerce
- Local City Government
- Local Educational Institutions
- Local Planning & Zoning Commissions
- Local Transportation agencies
- National Marine Fisheries
- Public Libraries
- State Representatives
- Tribal Nations
- Texas Commission on Environmental Quality (TCEQ)
- Texas Historical Commission
- Texas Parks and Wildlife
- U.S. Army Corps of Engineers
- U.S. Border Patrol
- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Services
- U.S. Geological Survey
- TAC and TPPB Members
- Elected Officials and Legislators
- Transportation Agencies (transit, rail, airport);
- Councils of Governments
- Major Employers;
- Local Media (print, television and radio);
- Freight shippers;
- Providers of freight transportation services;
- Private transportation providers (taxi, etc);
- Bicycle interest groups;
- Pedestrian interest groups;
- Transit interest groups;
- Disabled persons interest groups;
- Historical preservation groups;
- Public library (for posting notices);
- Users of public transportation and/or representatives;
- Users of pedestrian walkways and bicycle transportation facilities;
- Local school districts;
- Local colleges & Universities;
- Business and civic groups;
- Social service organizations;
- Native American Tribal Councils;
- Special interest groups;
- Representatives of public transportation employees;
- Central Texas Workforce Development representatives; and
- Any private citizens or agency representatives who request notification.

APPENDIX E – GLOSSARY OF PLANNING TERMS

- **MTP: METROPOLITAN TRANSPORTATION PLAN** - A document which identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements over at least a twenty-year time period. To receive federal funding, a transportation project must be included in the MTP and the Transportation Improvement Program.
- **TIP: TRANSPORTATION IMPROVEMENT PROGRAM** - A four-year transportation investment strategy, required at the metropolitan level, and a four-year program at the state level, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
- **STIP: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM** – Document that incorporates metropolitan and rural area TIPs.
- **UPWP: UNIFIED PLANNING WORK PROGRAM** - The biennial program of work for the KTMPO area. This document provides descriptive and scheduling details for the planning process. Serves as the MPO budget.
- **CMP: CONGESTION MANAGEMENT PROCESS** – Policy document describing a deliberate set of steps to analyze, reduce and mitigate traffic congestion.
- **PPP: PUBLIC PARTICIPATION PLAN** – Policy document guiding KTMPO to engage and involve members of the public in the planning process.
- **ENVIRONMENTAL JUSTICE** – A concept by which KTMPO will assess and prevent discriminatory or disproportional effects of transportation planning in the community.
- **MAP-21** – Moving Ahead for Progress in the 21st Century Act.
- **NHS** – National Highway System.
- **TPPB** – Transportation Planning Policy Board.
- **TAC** – Technical Advisory Committee.

APPENDIX F – ENVIRONMENTAL JUSTICE

Demographics and Methodology

The Environmental Justice Communities of Concern (EJCOC) in the KTMPO area have been identified using data from the 2010 Decennial Census and updated with new numbers from the 2015 American Community Survey.

- Census Block Groups ranked above the 85th Percentile of the regional income index (Family Poverty, Household Poverty, Median Income).⁴
- Census Block Groups with 50% or more of the population identifies as minority of one or more race (Black; Asian or Pacific Islander, American Indian, Eskimo or Aleut; Other Race).⁴
- Census Block Groups with 35% or more persons of Hispanic or Latino descent.⁴

Community of Comparison

The Community of Comparison is the total population living and working in the KTMPO planning boundary. By understanding the demographic situation in the region, we can understand what may set certain groups apart from the majority.

Table F-1- General Demographics in KTMPO Area⁵

	Total Population	Percent of Total	Median Household Income	Households in Poverty
KTMPO region	384,852	100%	\$48,442	%
Race				
White	252,622	65.6%	50,747	
Black or African-American	79,170	20.5%	48,731	
Asian	10,816	2.8%	55,193	
Native American / Alaska Native	3,292	0.8%	44,850	
Hawaiian Native or Pacific Islander	3,276	0.8%	48,812	
Two or more races	19,366	5.0%	50,066	
Some other race	16,310	4.2%	47,424	
Ethnicity				
Hispanic	85,601	22.2%	42,471	

⁵ 2015 American Community Survey 5-year estimates

Low- Income Calculations

Low Income areas were identified by creating an Income Index. This index compared family poverty, household poverty, and median income from the 2015 American Community Survey 5-year estimates. Median Income for each Block Group was compared against county median income. For poverty, Block Groups were assessed by the percentage of families and households determined to be below the poverty threshold by the U.S. Census.

Each Block Group was ranked in each category in the following manner: Block Groups were sorted by the percent of families in poverty in decreasing order, such that the greatest percent of families in poverty was the first listed. The Block Groups were then ranked such that the greatest percent had the largest numerical rank.

Block Groups were then sorted by the percent of households in poverty in decreasing order, such that the greatest percent of households in poverty was the first listed. The Block Groups were then ranked such that the greatest percent had the largest numerical rank.

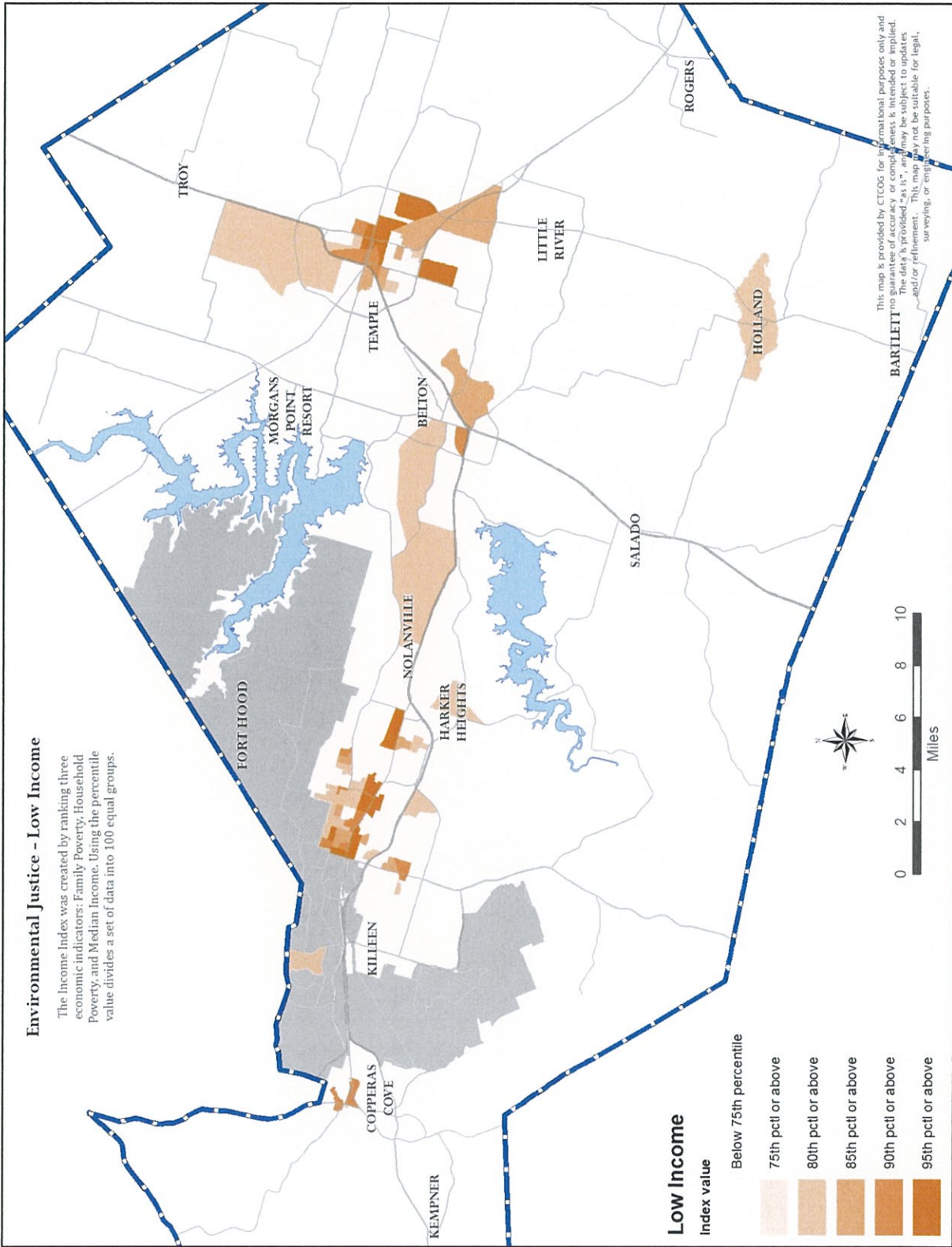
For Median Income, the median income for that Block Group was compared to the county-wide median income. This resulted in a positive number where the median income was above the county median, and a negative number if the local income was below the county median income. The difference was sorted so that the negative numbers appeared first, and ranked such that the areas most below the county median income received the largest numerical rank. Note that some Block Groups did not show any income data. In those cases, they were assigned the average of the surrounding geographies.

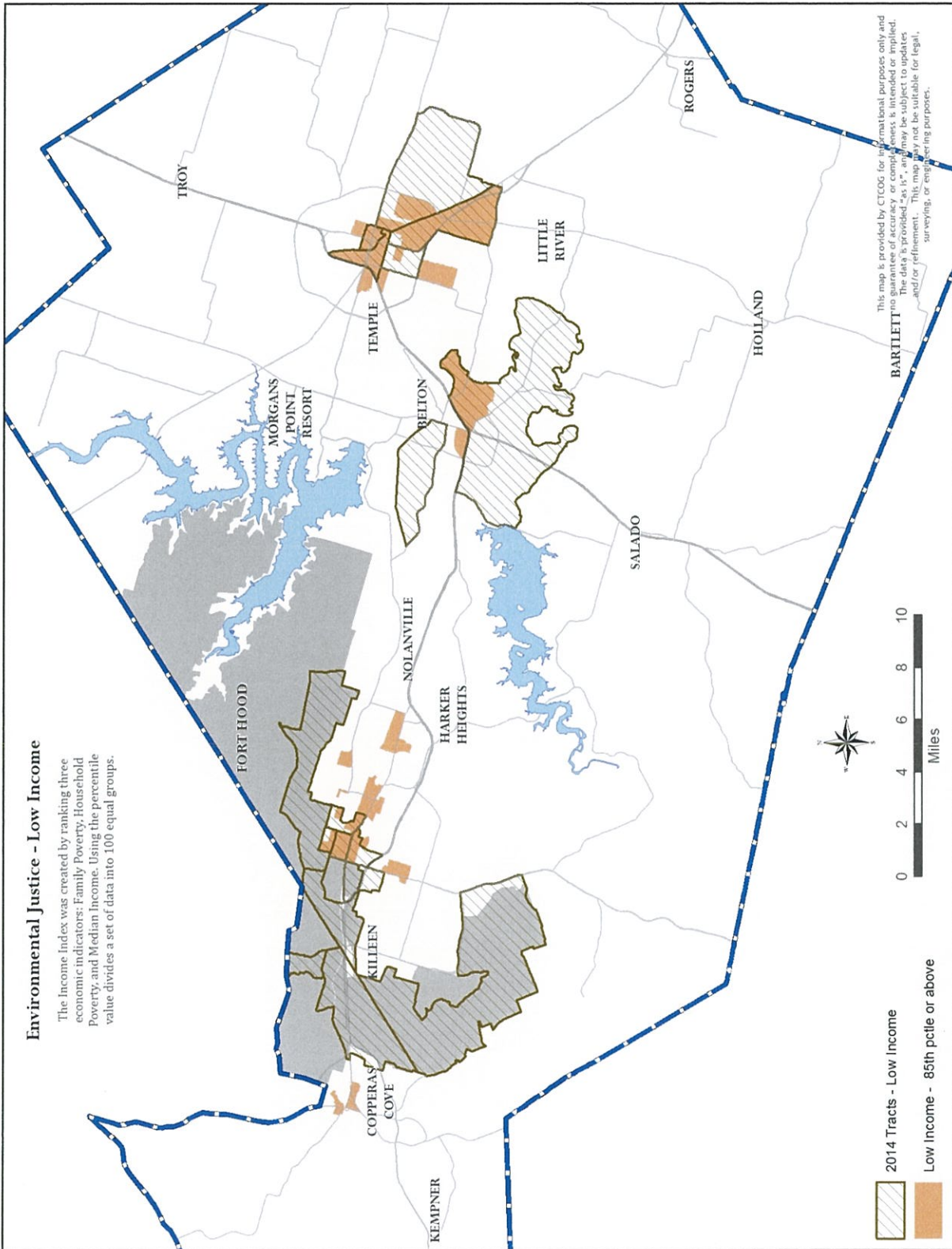
The three ranks were summed to determine a total score, and this total score was re-ranked to create an index rank. This Income Index showed the areas with the overall highest rates of poverty and/or the greatest amount below county median income. Block Groups were sorted in descending order by this index rank, and selected by percentile. Using the percentile method is a way of dividing a large dataset into 100 equal groups for comparison. To help visualize the selected areas, block groups were symbolized at the 95th, 90th, 85th, 80th, and 75th percentiles.

KTMOPO has determined that setting the threshold at the 85th percentile is the most appropriate course of action. It will include areas within most of the previously selected tracts, but the newly selected Block Groups will reflect a more detailed, neighborhood-oriented approach.

See maps on following pages.

Map F-1- Environmental Justice Areas: Low Income:





Minority Calculations

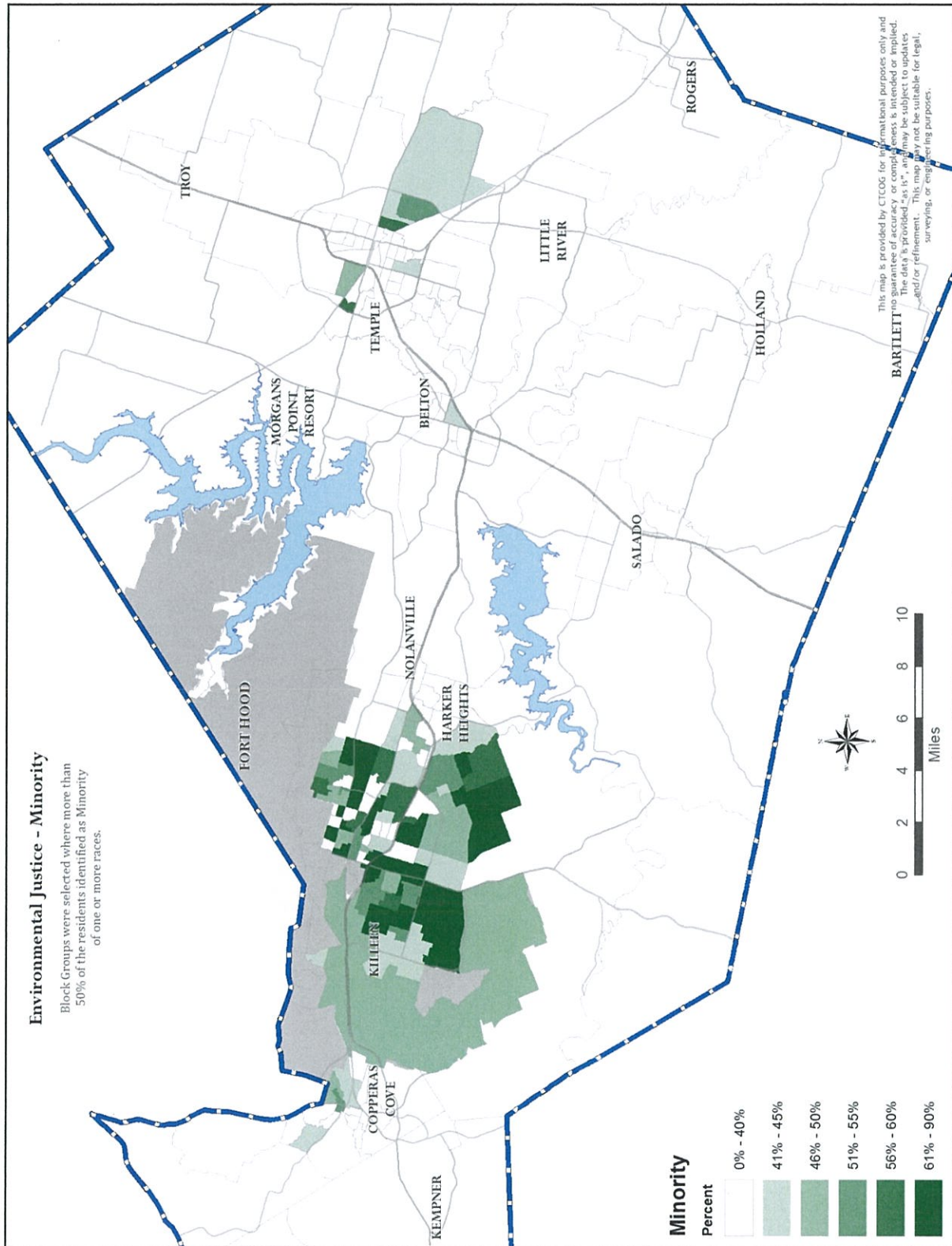
Block Groups were assessed for percentage the residents who identified as minority of one or more races. Past plans used a threshold of 50% minority at the Census tract level. We evaluated the Block Group percentages above and below 50% to determine if this threshold should change. Selecting Block Groups with 50% or higher aligns well with the previous plan, while adding smaller areas within certain tracts that were not previously selected. Staff recommends keeping the minority threshold at 50%.

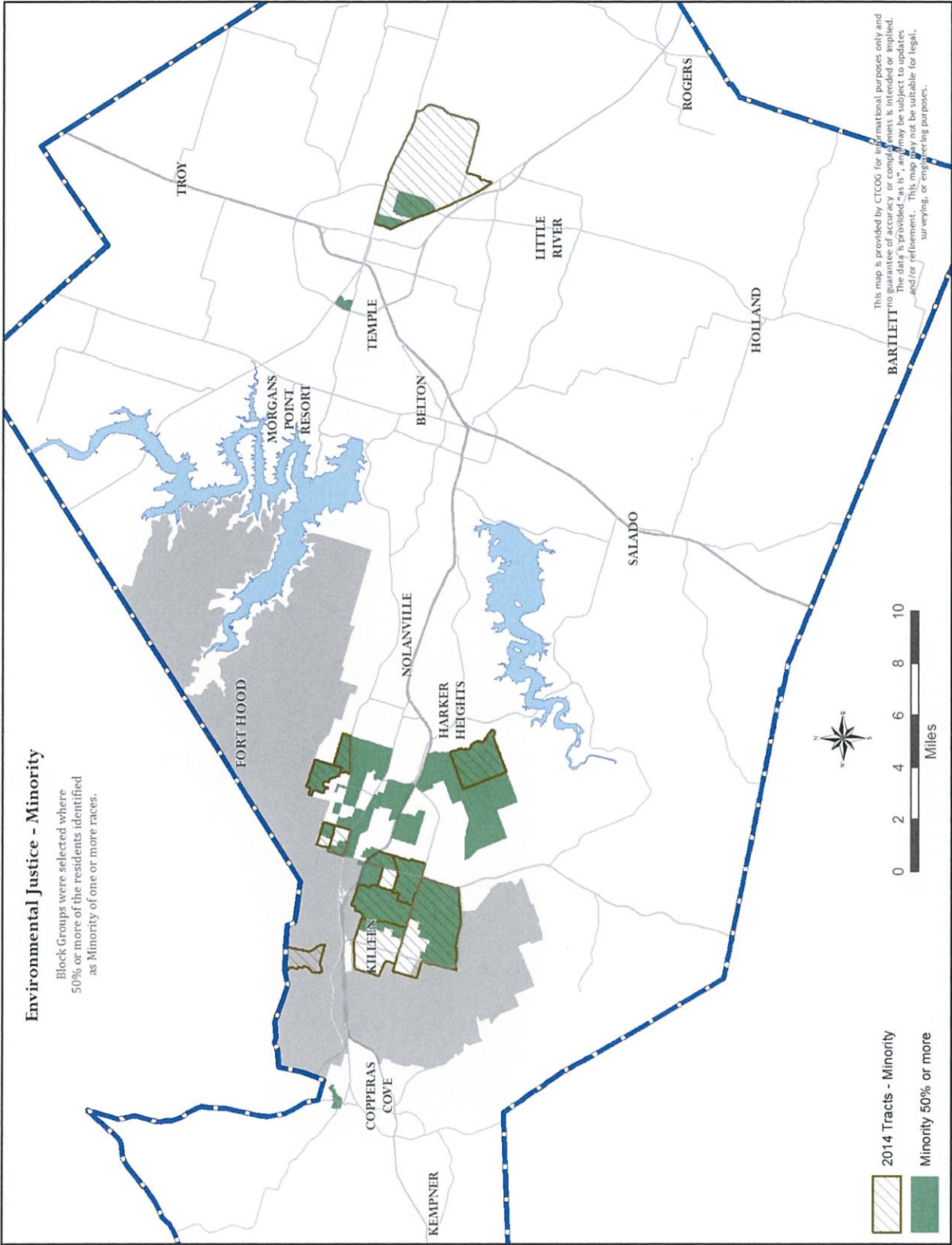
We attribute the higher density of minority populations in and around Killeen to the influence of nearby Fort Hood. The United States Armed Forces represent a vast cross-section of the American population, by and large mirroring the nationwide averages for minorities, ethnic groups and other demographic distinctions. This pattern is reflected in the communities observed in and around the military installation.

Other minority communities that may be considered in any analysis of future projects are people of Asian descent (Korean, Vietnamese, Japanese) living in the two UZAs within the KTMO boundary. There is no well-defined dense concentration of Asian people in the community; they are distributed evenly within the boundaries of Killeen and Temple.

See maps on following pages.

Map F-2- Environmental Justice Areas: Minority:





Hispanic and Latino Calculations

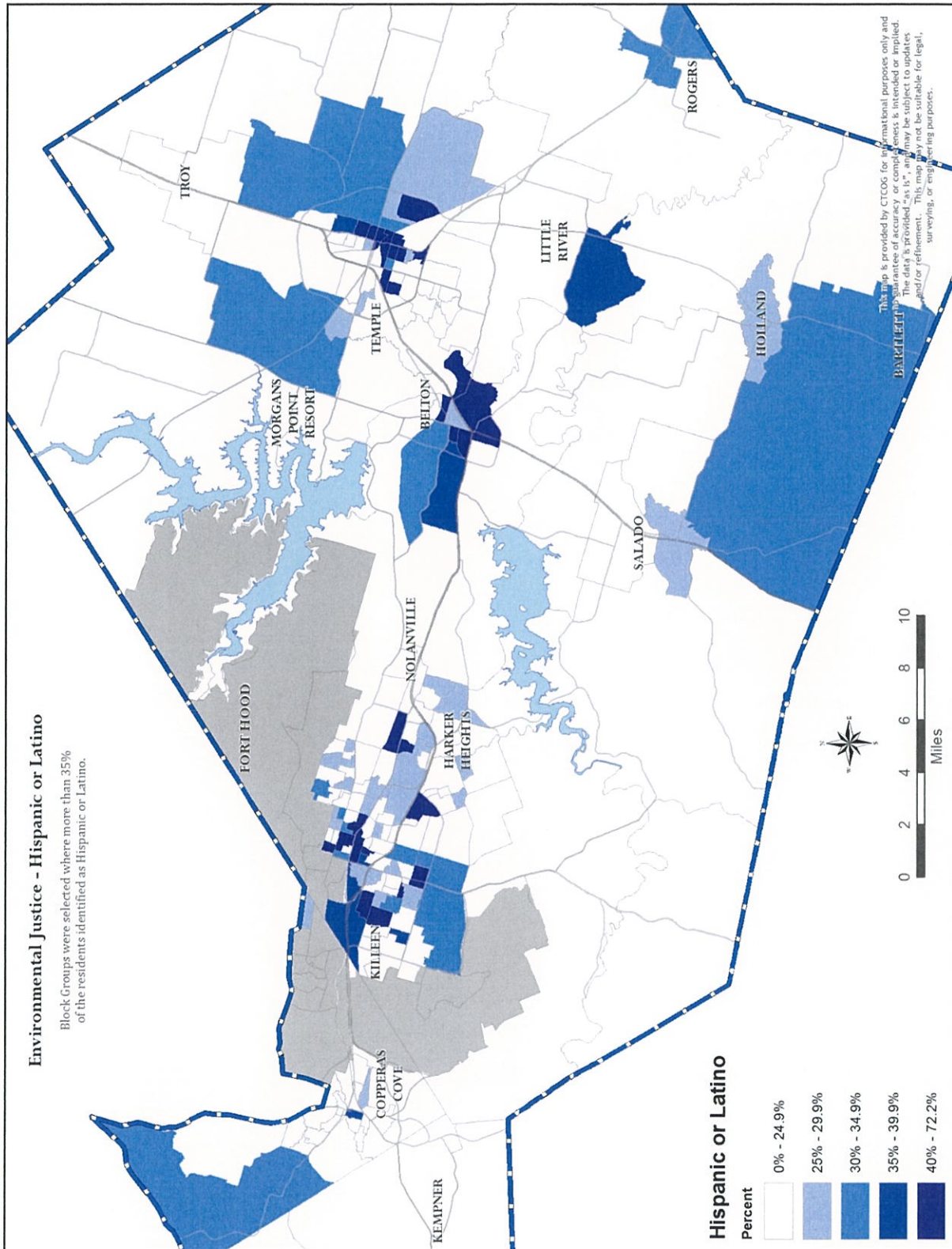
KTMPO recognizes that there is a strong Hispanic heritage in Texas; and therefore, included Hispanic and Latino populations in our consideration of the regional population. The American Community Survey publishes the total number of people who identify as Hispanic or Latino.

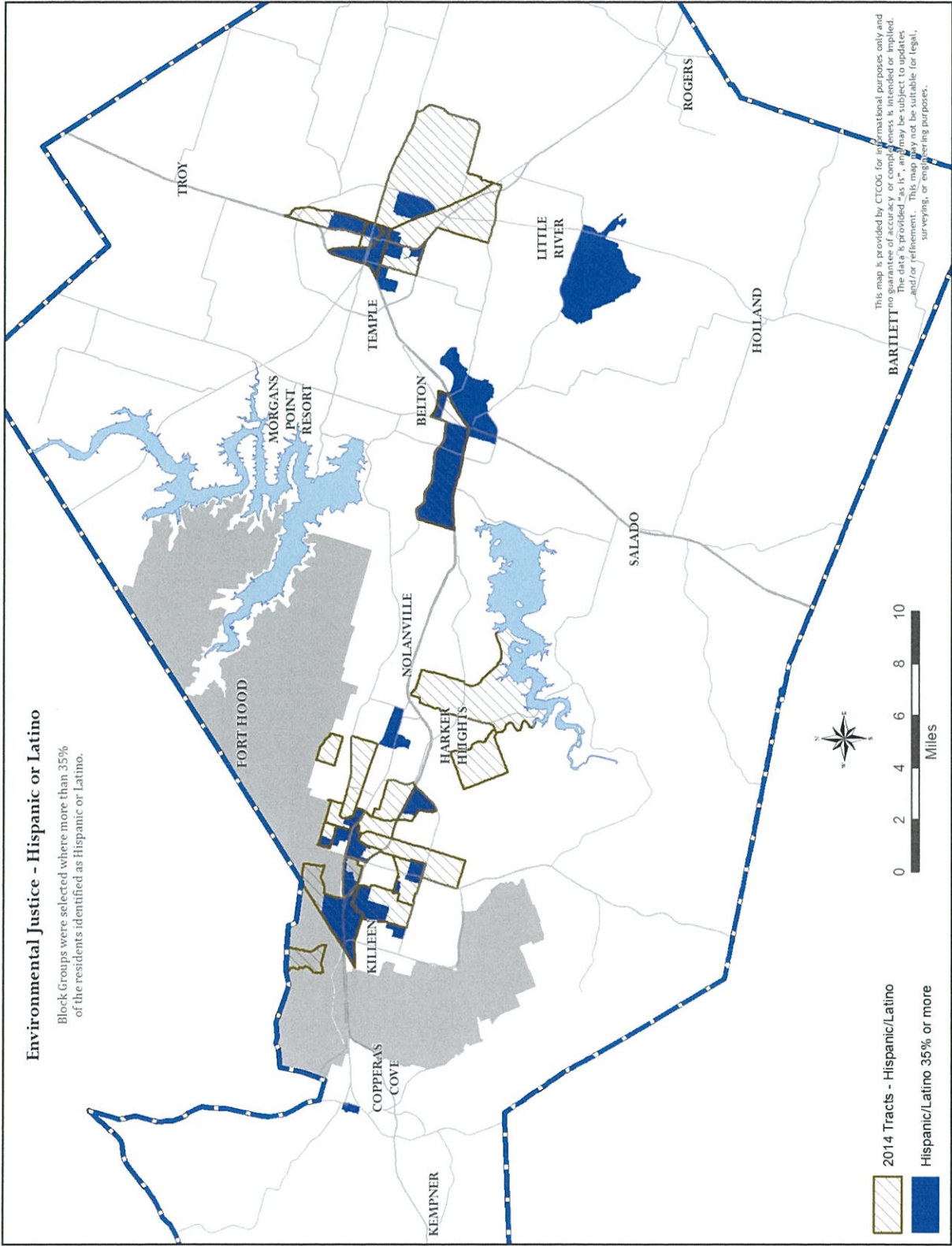
Hispanic / Latino areas were identified by comparing percentage of residents in each Block Group who identified as Hispanic or Latino, of any race. We examined the percentages for natural breaks in the data and observed jumps at 13.2%, 23.7%, 34.2%, and 49.2%. The maximum value was 72.2%. The previous plan selected Census Tracts with a percentage over 25%. However, this does not appear to be a valid threshold for Block Groups as it selects a very large portion of the region, and is close to the regional percentage of 22.2%.

Staff recommends selecting Block Groups over 35%. It highlights those areas where the Hispanic community resides in greater percentages as compared to the region as a whole, and includes a share of neighborhoods throughout the region.

See maps on the following pages:

Map F-3- Environmental Justice Areas: Hispanic or Latino:





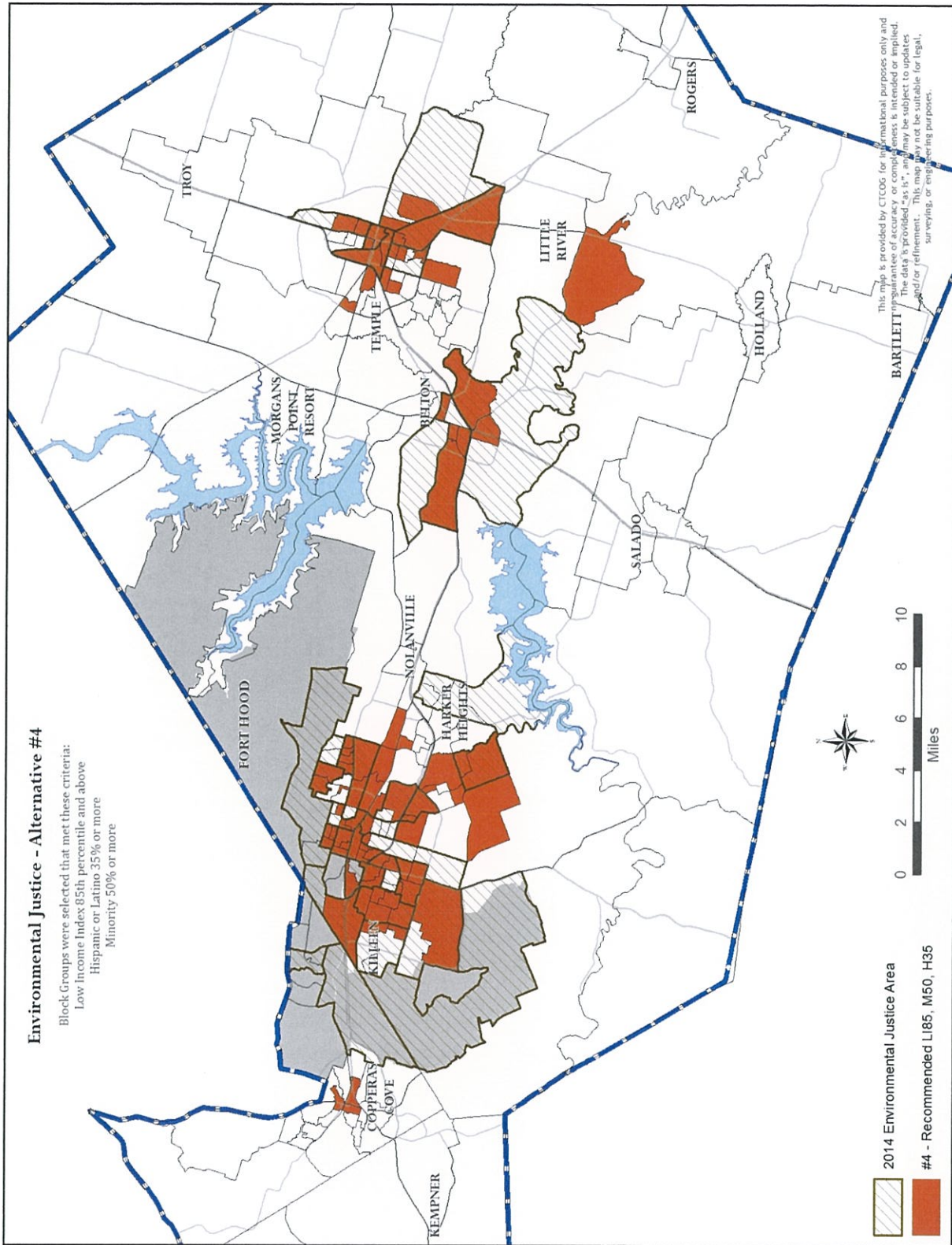
Environmental Justice Areas

To generate an overall map of potential Environmental Justice Areas, the Block Groups identified for Low-Income, Minority and Hispanic populations were combined. A Block Group only needs to be identified in one of the categories to be selected; it does not have to meet all three criteria.

Other demographic categories that may be considered under an Environmental Justice program are ethnic group, language, religion, age, or disability. Any readily identifiable grouping of one or more of these categories may then be considered an Environmental Justice Community of Concern.

See map on the following page for identified Environmental Justice Area.

Map F-4- Environmental Justice Areas:



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Title VI Plan

Approved by the
Transportation Planning Policy Board
on March __, 2018

Prepared By:
Killeen-Temple Metropolitan Planning Organization
2180 N. Main Street
Belton, TX 76513

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Section 1: Title VI Plan Approval

Include documentation to show approval (ie, minutes, resolutions, ordinance, etc)

Section 2: Description of Organization and Service Provided

The Killeen-Temple Metropolitan Planning Organization (KTMPO) is responsible for establishing a comprehensive transportation planning process for the greater area around Killeen and Temple. The MPO is comprised of a Transportation Planning Policy Board and a Technical Advisory Committee whose members are community and county elected officials and/or are appointed by those officials.

The KTMPO boundary covers all of Bell County, parts of Coryell and Lampasas counties, portions of Fort Hood and encompasses the following cities: Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River-Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, Temple, and Troy.

The Central Texas Council of Governments (CTCOG) is the fiscal agent for KTMPO. CTCOG covers a seven-county region which includes the MPO planning area.

Hill Country Transit District (HCTD) operates the only regional public transportation system for this area. HCTD provides rural service to the seven CTCOG counties and also to Llano and Mason counties. In addition to the rural service, HCTD operates two urban divisions—the Temple Urban Division which includes the cities of Temple and Belton, and the Killeen Division which includes the cities of Killeen, Copperas Cove and Harker Heights. Service in the urban divisions includes fixed route and complementary para-transit service.

Section 3: Policy Statement

The Killeen-Temple Metropolitan Planning Organization (KTMPO), as a recipient of Federal Financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, assures that no person shall, on the grounds of race, color, sex, religion, handicap/disability, age, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. KTMPO further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

In the event KTMPO distributes federal aid funds to another entity or contractor, KTMPO will include Title VI language in all written agreements and will monitor for compliance.

KTMPO's Director is responsible for initiating and monitoring Title VI activities, preparing required reports, and other KTMPO responsibilities as required by 23 CFR 200 (Title VI Program and Related Statutes) and 49 CFR 21 (Nondiscrimination in Federally-Assisted Programs of the Department of Transportation).

Jim Reed
KTMPO Director

Date

Section 4: Authorities

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (please refer to 49 CFR 21).

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the term "programs or activities" to include all programs or activities of Federal Aid recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted (Public Law 100-259 [S. 557] March 22, 1988).

KTMPO's Title VI practices and reviews are governed by a wide range of requirements, including federal laws, regulations, and executive orders which include, but are not limited to the following:

Title VI of the Civil Rights Act of 1964 is a federal law that protects individuals, groups and organizations from discrimination on the basis of race, color or national origin in federally assisted programs and activities. Since other nondiscrimination authorities have expanded the scope and range of Title VI application and reach, reference to Title VI includes other provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.

42 USC Section 2000d, Prohibits discrimination in federally assisted programs on the basis of race, color, or national origin.

The 1970 Uniform Act (42 USC 4601) prohibits unfair and inequitable treatment of persons displaced or whose property will be acquired as a result of federally assisted programs or activities.

The Age Discrimination Act of 1975 (42 USC, Section 6101-6107) prohibits discrimination based on age.

Americans with Disabilities Act of 1990, as amended, (42USC 12101 et seq.), prohibits discrimination on the basis of disability.

23 USC 109(h), National Environmental Policy Act of 1969, Implementation.

Section 162(a) of the Federal-Aid Highway Act of 1973 (23 USC, Section 324) prohibits discrimination based on sex (gender).

Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on a disability.

The Civil Rights Restoration Act of 1987, P.L. 100-209 further clarified the intent of Title VI to include all programs and activities of entities whether those programs and activities are federally funded or not.

23 CFR Part 200, the Federal Highway Administration's Title VI Program Implementation and Review Procedures.

23 CFR Part 450, Metropolitan Planning Organization (MPO) Regulations.

28 CFR Part 50.3, US Dept. of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.

49 CFR Part 21, the U.S. Department of Transportation's Implementing Regulations of Title VI of the Civil Rights Act of 1964.

USDOT Order 1050.2, Standard DOT Title VI Assurances.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, addresses disproportionate adverse environmental, social and economic impacts that may exist in communities, specifically minority and low-income populations.

Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*, addresses access to services for persons whose primary language is not English and who have limited ability to read, write, speak or understand English.

Executive Order 12250, *Leadership and coordination of Nondiscrimination Laws*, addresses consistent and effective implementation of various laws prohibiting discriminatory practices in Federal programs and programs receiving Federal financial assistance.

Central Texas Council of Governments (CTCOG) Procurement Policy, addresses rules and regulations for acquiring goods and services.

Section 5: Organization and Staffing - General

The Director of KTMPO is responsible for ensuring the implementation of KTMPO Title VI program. The Title VI Coordinator (hereafter referred to as Coordinator), on behalf of the KTMPO Director, is responsible for oversight of the Title VI program. The day-to-day administration of the program lies with the Title VI Coordinator under the direct supervision of the KTMPO Director.

Section 6: Title VI Coordinator Responsibilities

The Title VI Coordinator with assistance from program liaisons is assigned the responsibility for implementing, monitoring, and ensuring KTMPO's compliance with Title VI regulations. Title VI responsibilities are as follows:

1. Process the disposition of Title VI complaints received by KTMPO.
2. Collect statistical data (race, color, sex, and national origin) of participants in, and beneficiaries of KTMPO programs, i.e. citizens and affected communities.
3. Review Environmental Impact Statements prepared by KTMPO for Title VI and Environmental Justice compliance.
4. Conduct Title VI review of program areas (planning, education and training, environmental affairs and contracting).
5. Conduct Title VI review of consultant contractors and recipients of federal funds directly distributed by KTMPO.
6. Review internal policies and, where applicable, include Title VI and related requirements.
7. Make available training for KTMPO employees on Title VI and related statutes for KTMPO programs.
8. Prepare a yearly report of Title VI accomplishments for the past year.
9. Prepare Title VI information for dissemination to the general public and, where necessary and appropriate, in languages other than English.
10. Conduct approval reviews of KTMPO programs and applicants for compliance with Title VI requirements, i.e. persons seeking contracts with KTMPO.
11. Identify, investigate, and eliminate discrimination when found to exist in connection with KTMPO programs.
12. Establish procedures for promptly resolving deficiency status and reducing to writing the remedial action agreed to be necessary, all within a period not to exceed 90 days.

Section 7: Program Administration - General

The KTMPO Director will be responsible for ensuring the implementation of the KTMPO Title VI program. The Coordinator will assist in the overall administration of the Title VI program, plan and assurances. KTMPO Program Liaisons will assist the Coordinator in the day-to-day administration of the program.

A. Complaints

If any individual believes they or any other program beneficiaries have been the object of an unequal treatment or discrimination as to the receipts of benefits and/or services, or on the grounds of age, race, color, national origin, sex, disability, or religion they may exercise their right to file a complaint with KTMPO. Every effort will be made to resolve complaints informally at the agency, subrecipient, and contractor's level. A record of Title VI investigations, complaints, and lawsuits is provided in Addendum 2.

B. Training Program

KTMPO will assist the Texas Department of Transportation (TxDOT) in the distribution of information on available training programs regarding Title VI and related statutes to KTMPO employees. Training is available to all KTMPO employees as related to their job descriptions.

C. Public Dissemination

KTMPO will disseminate Title VI Program information to KTMPO employees, subrecipients, and contractors, as well as the general public as necessary for KTMPO programs. Public Dissemination will include posting of public statements in public areas of the agency's office, the electronic posting of public statements on the agency's web site, inclusion of Title VI language in contracts, and distribution of Title VI information sheets/brochures as appropriate.

D. Remedial Action

KTMPO will actively pursue the prevention of any Title VI deficiencies or violations and will take the necessary steps to ensure compliance with program administrative requirements. If irregularities occur in the administration of the federal and/or state funds, corrective action will be taken to resolve Title VI issues. When conducting Title VI reviews on subrecipients, KTMPO will reduce to writing remedial action agreed to be necessary, all within a period not to exceed 90 days.

KTMPO will seek the cooperation of the subrecipient in correcting any deficiencies found during the review. KTMPO will also provide the technical assistance and guidance needed to aid the subrecipient to comply voluntarily. Subrecipients placed in a deficiency status

will be given a reasonable time, not to exceed 90 days after receipt of the deficiency letter, to voluntarily correct deficiencies.

If a subrecipient fails or refuses to voluntarily comply with requirements within the time frame allotted, the Coordinator will submit to the KTMPO Director two copies of the case file and a recommendation that the subrecipient be found in noncompliance.

A follow-up review will be conducted within 180 days of the initial review to ensure that the subrecipient has complied with the Title VI Program requirements in correcting deficiencies previously identified. If the subrecipient refuses to comply, KTMPO may, with TxDOT and FHWA's concurrence, initiate sanctions per 49 CFR 21.

TxDOT will be notified of any complaint filed involving Title VI issues, as well as its resolution.

E. Limited English Proficiency (LEP)

KTMPO will make every effort to provide services to individuals with Limited English Proficiency (LEP), either through translation or interpreter, available prior to scheduled meetings, such as public hearings or project meetings.

When a need has been identified by KTMPO or KTMPO receives a request, KTMPO shall make every effort to provide services requested in a timely manner. KTMPO will pay for the translation of vital documents and interpreter services.

Hill Country Transit District's (HCTD) 2017 LEP Plan using the Four Factor Analysis process was adopted by KTMPO in conjunction with this Title VI Plan. The HCTD service area includes the KTMPO Planning Area. KTMPO will coordinate with HCTD for periodic updates as needed to determine which languages need assistance and what activities can be done to provide reasonable access. See Addendum 5 for the HCTD LEP Plan and the KTMPO LEP Certification.

F. Public Participation Plan (PPP)

The KTMPO PPP details how the MPO notifies the public regarding the development of transportation plans and improvement programs, solicits their comments, and addresses their comments in the final documents. Additionally, the PPP details how KTMPO notifies the public regarding public hearings and public meetings, collects comments at these meetings, and addresses these comments. The KTMPO PPP is provided as Addendum 6.

G. Environmental Justice (EJ)

KTMPO's Public Participation Plan includes an Environmental Justice component that incorporates basic EJ principles, demographic analysis, and methodology discussion to

identify EJ areas within the KTMO boundary. The PPP also includes outreach methods to individuals in the identified EJ areas.

H. Outreach Summary

From 2014 – 2016, Hill Country Transit District (HCTD) staff performed outreach by participating, coordinating presentations, and networking at a number of local area events. During that time, HCTD consciously increased its outreach efforts. As a result, individuals and agencies provided information about transportation service needs for the area. HCTD continues its strong efforts for outreach, networking, and community involvement.

HCTD also ensures that information about its service is actively distributed throughout the community. This distribution is achieved by HCTD staff attendance at community events, through HCTD Travel Training program, via a website that details The HOP's services, through fare media and route maps that are provided to locations throughout the area.

Special Event Highlights

Food for Families food drive, City of Temple Christmas Parade, City of Copperas Cove Christmas Parade, City of Killeen Christmas Parade, Killeen Independent School District Career Day, City of Belton Independence Day Parade, City of Killeen Planning Meetings, CTCOG Planners' Round Table, KTMO Bus Tour, Developmental District of Central Texas Meetings, Copperas Cove Rotary Club, Copperas Cove Fire Department, National Night Out, Come Walk in My Shoes, Earth Day, Student Success Fair, Welcome to the Real World, Temple College Open House, Just Do It for the Health of It, Senior Market Day, Senior Expo Fair, Job Fairs, Sunglasses for School Children, Community in Unity, NAACP, KISD Transition Meeting, New Bus Unveiling, Charles Borromeo Church, Temple Medical Education District Planning, Cedar Crest Hospital, Children's Day Event, Belton Goodwill Learning Center, VFW Ladies Auxiliary Luncheon, Hiring Our Heroes, Killeen Daily Herald, Wounded Warrior Resource Fair, Rusty Awards, Horseshoe Bay Business Alliance, Central Texas 4C, Gatesville Senior Expo, Killeen Lions Club, Senior Market Day, BPAC, West MLK Jr. Avenue Extension Project. HCTD Quarterly Drivers Meeting.

Fare Media Distribution Highlights

City of Harker Heights, Killeen United Way, City of Temple, Temple Visitors Center, City of Belton Utility Billing Department.

Route Map Distribution Highlights

Aegis Communications Group, Adult Services, Amtrak Visitors Center, Attorney General's Office, Bell County Chamber of Commerce, Bell County Juvenile Services, Central Texas College, Central County Services (Killeen), Central Texas Workforce (Belton), Central TX Council of Government, Central TX Workforce Downtown Temple, City of Temple, Copper Mountain Library, Copperas Cove Chamber of Commerce, Copperas Cove City Hall, Copperas Cove Library, Harker Heights City Hall, Harker Heights Goodwill, Killeen Help

Center, Killeen Airport, Killeen Chamber of Commerce, Killeen City Hall, Killeen Convention Center, Killeen Downtown Library, Metroplex Hospital Information Desk, Baylor Scott and White Social Work, Santa Fe Depot, Temple Chamber of Commerce, Temple College, Temple High School, Temple Public Library, Temple VA Central Texas Veterans Health Care, Texas A&M Central Campus, Texas Work Force Commission (Killeen), United Way (Killeen), University of Mary Hardin Baylor, U.S. Department of Veterans Affairs HUD-VASH, Belton Utility Administration Building.

Section 8: Education and Training

A. Staff Development

TxDOT will provide information on training opportunities as they become available for KTMPO staff and subrecipients, including training provided by the National Highway Institute (NHI). KTMPO staff may also explore external training opportunities as they become available.

B. Operational Guidelines

Training is available to all KTMPO employees.

C. Title VI Responsibilities

Assist TxDOT in the distribution of information on training programs regarding Title VI and related statutes.

Ensure equal access to, and participation in, applicable NHI courses for qualified KTMPO employees.

Section 9: Consultant Contracts Coordination

A. Consultant Contracts

The KTMPO Director is responsible for leading the process for consultant selection, negotiation, and the administration of consultant contracts.

B. Consultant Selection Process

The KTMPO operates under its internal contract procedures and follows all relevant federal and state laws.

C. Title VI Responsibilities

- Ensure opportunities exist for Disadvantaged Business Enterprises (DBE).
- Ensure that all federally funded consultant contracts administered by the KTMPO have the appropriate Title VI provisions included.
- Review directives and procedures to ensure Title VI compliance.
- Maintain necessary data and documentation required for completion of the KTMPO's Title VI Update Annual Report.
- Ensure that all solicitations for bid/Request for Proposals include the required U.S. DOT paragraph for non-discrimination.

Section 10: Minority Representation

To encourage participation on its boards, committees and councils, KTMPO will seek to identify community leaders and organizations associated with minority or traditionally underserved populations inviting them into the process, encouraging their participation, and placing them on email notification contact lists.

Section 11: Providing Assistance to and Monitoring Subrecipients

KTMPPO does not provide funding to subrecipients.

ADDENDUM 1: Nondiscrimination Complaint Procedures and Form

Nondiscrimination Complaint Procedures and Form for Federally Assisted Programs or Activities

Si necesita información en otro idioma, comuníquese con el Coordinador del título VI en.

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by KTMPO as to subrecipients, consultants, and contractors. Intimidation or retaliation of any kind is prohibited by law. The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Coordinator may be utilized for resolution.

NOTE: If information is needed in another language, contact the Title VI Coordinator at 254-770-2200.

Procedures

1. Any individual, group of individuals, or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with KTMPO's Title VI Coordinator at the following address. The complaint must be filed within 180 calendar days of the complainant learning of the incident.

Killeen-Temple Metropolitan Planning Organization
Attn: Title VI Coordinator
2180 N. Main Street
Belton, TX 76513
Fax: (254) 770-2360
Email: KTMPO@ctcog.org

2. Once the complaint is received, KTMPO will review it to determine if our office has jurisdiction. In cases where the complaint is against one of KTMPO's subrecipients of federal funds, KTMPO will assume jurisdiction and will investigate and adjudicate the case. (A copy of each Title VI complaint received will be forwarded to TxDOT Title VI Coordinator within ten (10) calendar days of receipt.) The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office.
3. The complaint will receive a case number and will then be logged in the KTMPO's records identifying its basis and the race, color, national origin, and gender of the complainant.
4. In cases where KTMPO assumes the investigation of the complaint, KTMPO will provide the respondent with the opportunity to respond to the allegations in writing. The

respondent will have 15 calendar days to furnish KTMPO his/her response to the allegations.

5. Within 60 calendar days of receipt of the complaint, KTMPO's Investigator* will prepare an investigative report for the KTMPO Director's review. The report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition.

* This may be one of KTMPO's Title VI Liaisons, KTMPO's Title VI Coordinator, the Title VI Specialist for a subrecipient of federal funds, the TxDOT Title VI Coordinator or the TxDOT Title VI Liaison in the Waco or Brownwood Districts.

6. The investigative report and its findings will be sent to KTMPO's Legal Counsel for review.
7. Any comment(s) or recommendation(s) from KTMPO's Legal Counsel will be reviewed by KTMPO's Investigator. The Investigator will discuss the report and recommendations with the KTMPO Director. The report will be modified as needed and made final for its release.
8. Once KTMPO's investigative report becomes final, the parties will be properly notified of the outcome and appeal rights.
9. KTMPO's investigative report and a copy of the complaint will be forwarded to TxDOT's Office of Civil Rights within 60 calendar days of the receipt of the complaint. The Office of Civil Rights will share the report with FHWA Texas Division Office as part of its Annual Title VI Update and Accomplishment Report. External discrimination complaints filed under Title VI with the subrecipient in which the subrecipient or its lower tier subrecipient is named as the respondent must be forwarded to TxDOT for investigation within 10 calendar days.
10. If the complainant is not satisfied with the results of the investigation, s/he shall be advised of their rights to appeal KTMPO's determination to the TxDOT Office of Civil Rights. If a complainant is still not satisfied, the next right of appeal is to FHWA Texas Division Office; FTA Region 6, Fort Worth; United States Department of Transportation (USDOT); or the United States Department of Justice (USDOJ). Appeals must be filed within 180 days after KTMPO's final resolution. Unless new facts not previously considered come to light, reconsideration of KTMPO's determination will not be available.
11. KTMPO will serve as an appeal forum to a complainant that is not satisfied with the outcome of an investigation conducted by one of its subrecipients. KTMPO will analyze the facts of the case and will issue its conclusion to the appellant within 60 days of the receipt of the appeal.
12. To receive additional information on general KTMPO discrimination obligations and the KTMPO complaint procedures, contact the Title VI Coordinator at 254-770-2200.



OFFICE USE ONLY Date received: ____/____/20____ Logged by: _____
--

TITLE VI DISCRIMINATION COMPLAINT FORM

Person (s) alleging discrimination:		
NAME		
STREET ADDRESS		
CITY	STATE	ZIP CODE
DAYTIME TELEPHONE	E-MAIL ADDRESS	
Person alleging discrimination, if different from above:		
NAME		
STREET ADDRESS		
CITY	STATE	ZIP CODE
DAYTIME TELEPHONE	E-MAIL ADDRESS	
RELATIONSHIP TO THE PERSON(S) ALLEGING DISCRIMINATION		
KTMP staff member(s), board member(s), consultant(s) or program(s) that allegedly discriminated:		
NAME	PROGRAM	
NAME	PROGRAM	
NAME	PROGRAM	
DATE ALLEGED DISCRIMINATION BEGAN	DATE OF LAST INCIDENT	

Basis of Alleged Discrimination

A complaint must be filed within 180 calendar days of the date the complainant learned of the alleged discrimination. If your complaint is in regard to either alleged discrimination in the delivery of services or in the treatment of you (or the person(s) alleging discrimination) by associates or programs of the Killeen-Temple Metropolitan Planning Organization, please indicate below what you believe to be the basis of the alleged discrimination.

Example: If you believe that you were discriminated against because you are Native American, circle the word "Race" and write "Native American" in the space provided.

Race: _____

Color: _____

Sex: _____

Religion: _____

Disability: _____

Age: _____

National Origin: _____

Explanation

In the space below please explain as clearly and in as much detail as possible the nature of the discrimination you are alleging (attach additional sheets if necessary). Provide the names of all witnesses, if any, to the alleged discrimination. Attach copies of all written materials pertaining to your complaint.

By signing below, I certify that the statements contained on this form are true to the best of my knowledge.

Signature

Date

Send this form and all attachments to:

Attn: Title VI Coordinator
Killeen-Temple Metropolitan Planning Organization
2180 N. Main Street
Belton, TX 76513

Documents may be sent via the U.S. Postal Service, faxed to (254) 770-2360, or scanned and e-mailed to KTMPO@ctcog.org.

NOTE: If information is needed in another language, contact the Title VI Coordinator at 254-770-2200.

Si necesita información en otro idioma, comuníquese con el Coordinador del título VI en.

Procedimientos para quejas por discriminación y formulario para programas y actividades asistidos por el gobierno federal

Estos procedimientos cubren todas las quejas presentadas bajo el Título VI de la Ley de Derechos Civiles de 1964, la Sección 504 de la Ley de Rehabilitación de 1973, la Ley de Restauración de Derechos Civiles de 1987 y la Ley de estadounidenses con discapacidades de 1990, relacionadas con cualquier programa o actividad administrada por KTMPO en cuanto a subbeneficiarios, consultores y contratistas. La ley prohíbe la intimidación o represalia de cualquier tipo. Los procedimientos no niegan el derecho del demandante a presentar quejas formales con otras agencias estatales o federales, ni a buscar un abogado privado para reclamos que aleguen discriminación. Se hará todo lo posible para obtener una resolución temprana de las quejas al nivel más bajo posible. La opción de reunión (es) de mediación informal entre las partes afectadas y el Coordinador del Título VI puede utilizarse para la resolución.

NOTA: Si necesita información en otro idioma, comuníquese con el Coordinador del Título VI al 254-770-2200.

Procedimiento

1. Cualquier persona, grupo de personas o entidad que crea que ha sido objeto de discriminación prohibida por las disposiciones de no discriminación del Título VI puede presentar una queja por escrito al Coordinador del Título VI del KTMPO a la siguiente dirección. La queja debe presentarse dentro de los 180 días calendario a partir de la fecha en que el demandante se entera del incidente.

Organización de planificación metropolitana de Killeen-Temple
A la atención de: Coordinador del Título VI
2180 N. Main Street
Belton, TX 76513
Fax: (254) 770-2360
Correo electrónico: KTMPO@KTMPO.org

2. Una vez que se reciba la queja, el KTMPO la revisará para determinar si nuestra oficina tiene jurisdicción. En los casos en que la queja es contra uno de los subreceptores de fondos federales del KTMPO, el KTMPO asumirá la jurisdicción e investigará y adjudicará el caso. (Se enviará una copia de cada reclamo del Título VI al Coordinador de Transporte Público de TxDOT dentro de los diez (10) días calendario posteriores a la recepción). El demandante recibirá una carta de acuse de recibo informándole si nuestra oficina investigará la queja.
3. La queja recibirá un número de caso y luego se registrará en los registros del KTMPO identificando su base y la raza, el color, el origen nacional y el género del denunciante.

4. En los casos en que el KTMPO asuma la investigación de la queja, el KTMPO brindará al demandado la oportunidad de responder a los alegatos por escrito. El demandado tendrá 15 días calendario para proporcionar al KTMPO su respuesta a las alegaciones.
5. Dentro de los 60 días calendario posteriores a la recepción de la queja, el Investigador * del KTMPO preparará un informe de investigación para la revisión del Director Ejecutivo del KTMPO. El informe incluirá una descripción narrativa del incidente, identificación de las personas entrevistadas, hallazgos y recomendaciones para la disposición.

* Esta puede ser una de las coordinadoras del Título VI de KTMPO, Coordinador del Título VI del KTMPO, el Especialista del Título VI para un subbeneficiarios de fondos federales, el Coordinador del Título VI de la División de Transporte Público de TxDOT o el Enlace del Título VI de TxDOT en los Distritos de Waco o Brownwood.
6. El informe de investigación y sus conclusiones se enviarán al Asesor Jurídico del KTMPO para su revisión.
7. Cualquier comentario (s) o recomendación (es) del Asesor Legal del KTMPO será revisado por el Investigador del KTMPO. El Investigador discutirá el informe y las recomendaciones con el Director Ejecutivo del KTMPO. El informe se modificará según sea necesario y se hará definitivo para su lanzamiento.
8. Una vez que el informe de investigación del KTMPO sea definitivo, las partes serán debidamente notificadas del resultado y los derechos de apelación.
9. El informe de investigación del KTMPO y una copia de la queja se enviarán a la Oficina de Derechos Civiles de TxDOT dentro de los 60 días calendario posteriores a la recepción de la queja. La Oficina de Derechos Civiles compartirá el informe con la Oficina de la División FHWA de Texas como parte de su Actualización anual del Título VI y el Informe de logros. Las quejas de discriminación externa presentadas en virtud del Título VI con el receptor intermedio en el que el subreceptor o su receptor intermedio de nivel inferior se nombra como el demandado se deben remitir a TxDOT para su investigación dentro de los 10 días calendario.
10. Si el demandante no está satisfecho con los resultados de la investigación, se le informará de sus derechos para apelar la determinación del KTMPO a la Oficina de Derechos Civiles de TxDOT. Si el demandante aún no está satisfecho, el próximo derecho de apelación es para la Oficina de la División de Texas de FHWA; TLC Región 6, Fort Worth; Departamento de Transporte de los Estados Unidos (USDOT); o el Departamento de Justicia de los Estados Unidos (USDOJ). Las apelaciones se deben presentar dentro de los 180 días posteriores a la resolución final del KTMPO. A menos que surjan nuevos hechos que no se hayan considerado previamente, la reconsideración de la determinación del KTMPO no estará disponible.

11. KTMPO servirá como un foro de apelación para un demandante que no está satisfecho con el resultado de una investigación realizada por uno de sus subbeneficiarios. KTMPO analizará los hechos del caso y emitirá su conclusión al apelante dentro de los 60 días posteriores a la recepción de la apelación.
12. Para recibir información adicional sobre las obligaciones generales de discriminación del KTMPO y los procedimientos de quejas del KTMPO, comuníquese con el Coordinador del Título VI al 254-770-2200.



SÓLO USO DE OFICINA
 Fecha de recepción: ____/____/20__
 Registrado por: _____

Título VI Formulario de Queja de Discriminación

Persona (s) que alega discriminación:		
NOMBRE		
DIRECCIÓN		
CIUDAD	ESTADO	CÓDIGO POSTAL
TELFÓNICO DIURNO	DIRECCIÓN DE CORREO ELECTRÓNICO	
Persona (s) que alega discriminación, si es diferente de arriba:		
NOMBRE		
DIRECCIÓN		
CIUDAD	ESTADO	CÓDIGO POSTAL
TELFÓNICO DIURNO	DIRECCIÓN DE CORREO ELECTRÓNICO	
RELATIONSHIP TO THE PERSON(S) ALLEGING DISCRIMINATION		
Miembros del personal del CTCOG, miembros de la junta, asesores o programa (s) que presuntamente discriminaron:		
NOMBRE	PROGRAMA	
NOMBRE	PROGRAMA	
NOMBRE	PROGRAMA	
FECHA EN QUE EMPIEZÓ LA ALEGADA DISCRIMINACIÓN	FECHA DEL ULTIMO INCIDENTE	

Base de presunta discriminación

Una queja debe presentarse dentro de los 180 días calendario a partir de la fecha en que el demandante se enteró de la supuesta discriminación. Si su queja es con respecto a una presunta discriminación en la prestación de servicios o en el tratamiento de usted (o la persona (s) que alega discriminación) por asociados o programas del Organización de planificación metropolitana de Killeen-Temple, indique a continuación lo que usted cree ser la base de la supuesta discriminación.

Ejemplo: Si crees que fuiste discriminado porque eres nativo americano, encierra en un círculo la palabra "Raza" y escribe "Nativo americano" en el espacio provisto.

- Raza: _____
- Color: _____
- Sexo: _____
- Religión: _____
- Discapacidad: _____
- Edad: _____
- Origen nacional: _____

Explicación

En el espacio a continuación, explique con la mayor claridad y en detalle posible la naturaleza de la discriminación que alega (adjunte hojas adicionales si es necesario). Proporcione los nombres de todos los testigos, si los hubiera, a la supuesta discriminación. Adjunte copias de todos los materiales escritos relacionados con su queja.

Al firmar abajo, certifico que las declaraciones contenidas en este formulario son verdaderas según mi leal saber y entender.

Firma

Fecha

Envíe este formulario y todos los archivos adjuntos a:

A la atención de: Coordinador del Título VI
Organización de planificación metropolitana de Killeen-Temple
2180 N. Main Street
Belton, TX 76513

Los documentos pueden enviarse a través del Servicio Postal de EE. UU., Enviarse por fax al (254) 770-2360, o escanearse y enviarse por correo electrónico a KTMPO@ctcog.org.

NOTA: Si se necesita información en otro idioma, comuníquese con el Coordinador del Título VI al 254-770-2200.

ADDENDUM 2: KTMPO Record of Title VI Investigations, Complaints, and Lawsuits

**Killeen-Temple Metropolitan Planning Organization
Record of Title VI Investigations, Complaints, and Lawsuits**

Killeen-Temple Metropolitan Planning Organization (KTMPO) has not had any allegations of discrimination on the basis of race, color, sex, religion, disability, age, or national origin, and is not involved in any active investigations, complaints, or lawsuits naming KTMPO.

	Date	Summary	Status	Action Taken
Investigations				
1.				
2.				
Complaints				
1.				
2.				
Lawsuits				
1.				
2.				

NOTE: There have been no complaints filed within the last three years.

ADDENDUM 3: KTMPO Title VI Notice to Public

KTMPO Title VI Notice to Public

Notifying the Public of Rights Under Title VI

Killeen-Temple Metropolitan Planning Organization (KTMPO)

- ✓ KTMPO operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with KTMPO.
- ✓ For more information on KTMPO's civil rights program, the procedures to file a complaint, or to file a complaint contact 254-770-2200; email hotline@ctcog.org or KTMPO@CTCOG.org; or visit our administrative office at 2180 N. Main Street, Belton, TX 76513. For more information, visit www.KTMPO.org.
- ✓ A complaint may also be filed directly with the:

Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, or

Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.
- ✓ If information is needed in another language, contact the Title VI Coordinator at 254-770-2200.

KTMPO's Notice to the Public is posted in the following locations: *(check all boxes for Required)*

Required:

- Agency website: www.KTMPO.org
- Public areas of the agency's office
- Reception desk
- Meeting rooms
- Notice at stations or stops and or inside transit vehicles

Notificar al público de los derechos bajo título VI

Organización de planificación metropolitana de Killeen-Temple (KTMPO)

- ✓ KTMPO opera sus programas y servicios sin importar raza, color y origen nacional según el título VI de la ley de derechos civiles. Cualquier persona que cree que él o ella ha sido agraviado por cualquier práctica discriminatoria ilegal bajo el título VI puede presentar una queja con KTMPO.
- ✓ Para más información sobre el programa los derechos civiles de KTMPO, los procedimientos para presentar una queja, o al archivo de una queja 254-770-2200 contacto; Hotline@ctcog.org o KTMPO@CTCOG.org; o visite nuestra oficina administrativa en 2180 N. Main Street, Belton, TX 76513. Para obtener más información, visite www.KTMPO.org.
- ✓ También puede presentar una queja directamente con la:

Departamento de Transportación de Texas, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, o

Administración Federal de Transito, oficina de derechos civiles, atención: título de Coordinador del programa VI, edificio este, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.
- ✓ Si necesita información en otro idioma, comuníquese con el Coordinador del título VI en el 254-770-2200.

Aviso de KTMPO a la opinión pública es colocado en los siguientes lugares: (*Marque todas las casillas para*)

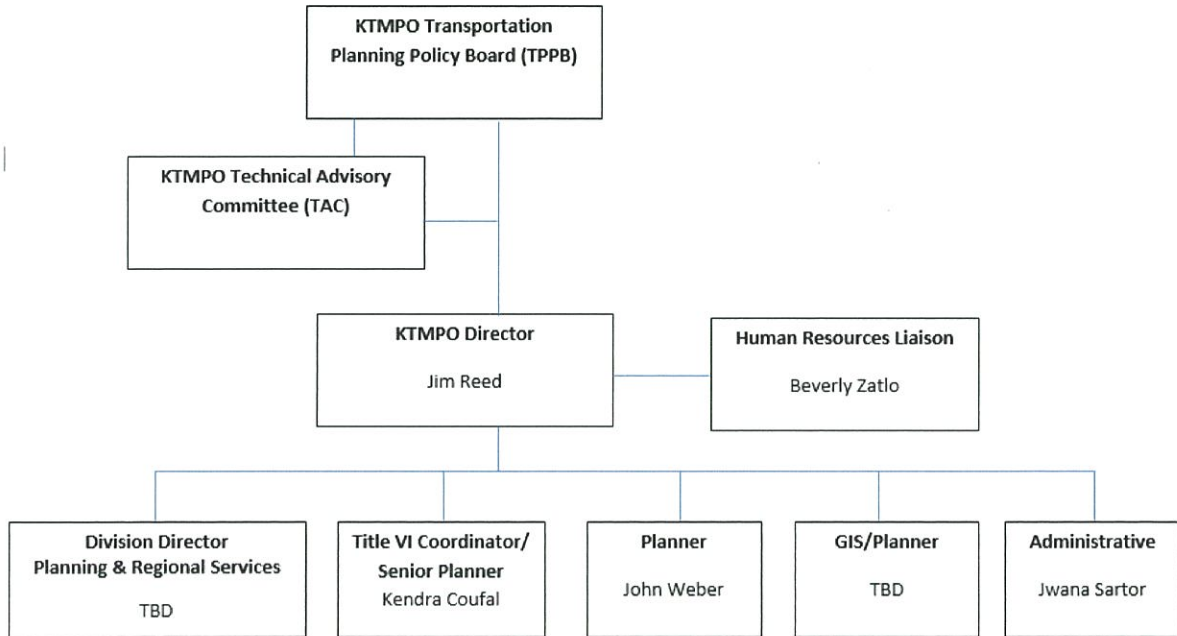
Obligatorio:

- Página Web: www.KTMPO.org
- Zonas comunes de la oficina de la Agencia
- Escritorio de recepción
- Salas de reuniones
- Aviso en las estaciones o paradas y o dentro de vehículos de transporte

ADDENDUM 4: KTMPPO Organization Chart

Killeen-Temple Metropolitan Planning Organization

***Organization Chart**



*Includes staffing utilized on both a full and part-time basis.

**Limited English Proficiency Plan and
System-Wide Service Standards/Policies
Excerpt from HCTD 2017 Title VI Plan**

Limited English Proficiency (LEP) Certification

Executive Order 13166, titled "Improving Access to Services for Persons with Limited English Proficiency", indicates that differing treatment based upon a person's inability to speak, read, write or understands English is a type of national origin discrimination. It directs each federal agency to publish guidance for its' respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds, including transit providers and Lead Agencies which receive federal assistance through the Texas Department of Transportation (TxDOT).

The Limited English Proficiency Plan prepared by Hill Country Transit District (HCTD) addresses responsibilities as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et se, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

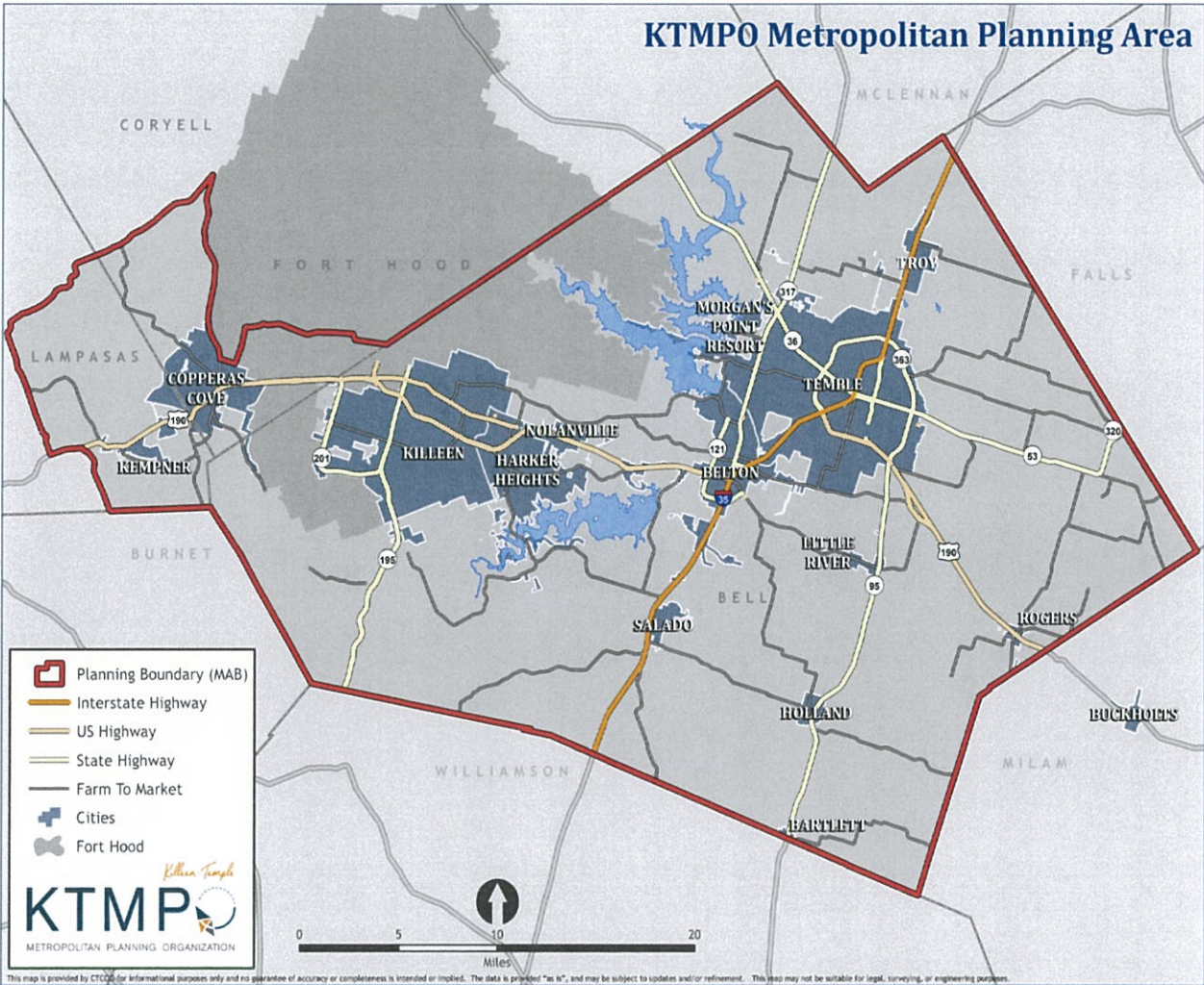
The undersigned, known as Killeen-Temple Metropolitan Planning Organization (KTMPO) hereby certifies that it has adopted the HCTD LEP Plan and will take responsible steps to carry out said Plan to all areas served by KTMPO*, ensure meaningful access to the benefits, services, information and activities for individuals who are Limited English Proficient (LEP). The undersigned has agreed to work together formally with HCTD to coordinate activities and prevent violations of the law, including regulations applicable to this entity or its officers or employees and that the LEP program satisfies the requirements of Executive Order 13166.

Mayor Marion Grayson
KTMPO Chair

Date

*Areas Served: Bell County and the urbanized portions of Lampasas and Coryell Counties. See attached map of KTMPO planning area.

KTMPO Metropolitan Planning Area



This map is provided by CTCOS for informational purposes only and no guarantee of accuracy or completeness is intended or implied. The data is provided "as is", and may be subject to updates and/or refinement. This map may not be suitable for legal, surveying, or engineering purposes.

Title VI Program Policy

Includes Limited English Proficiency (LEP) Plan

HILL COUNTRY TRANSIT DISTRICT

July 2017

Hill Country Transit District

Limited English Proficiency (LEP) Plan

Hill Country Transit District (HCTD) has developed its Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to access services provided. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, HCTD used the four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD.
2. The frequency with which LEP persons come into contact with HCTD programs, activities or services.
3. The nature and importance of the program, activity, or service provided by HCTD to the LEP population.
4. The resources available to HCTD for LEP outreach, as well as the costs associated with that outreach.

Meaningful Access: Four-Factor Analysis

1. **The number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD.**

HCTD provides services in nine Texas counties (covering approximately 9,000 square miles). HCTD staff reviewed the 2010 U.S. Census Report and compiled the following statistics to identify the number or proportion of LEP persons eligible to be served or likely to be encountered by HCTD:

It was determined that 59,731 persons in the combined service areas (16.4%) speak a language other than English. Of those persons, 18,567 (5.1%) speak English less than “very well”. Of those persons with limited English proficiency, 13,698 (3.77%) Spanish speaking persons speak English less than “very well”. There were 1,926 (0.53%) persons of other Indo-European languages who spoke English less than “very well, and 2,773 (0.76%) of Asian and Pacific Islanders who spoke English less than “very well”.

2. **The frequency with which LEP persons come into contact with HCTD programs, activities or services.**

HCTD reviewed the frequency with which staff and drivers have, or could have, contact with LEP persons. This includes documenting phone inquiries, surveying vehicle operators, and office visits. To date, the most frequent contact between LEP persons is with bus drivers, dispatchers, schedulers, and front office staff. HCTD is staffed with Spanish, German and Italian translators to assist LEP persons with translation in these languages.

3. **The nature and importance of the program, activity, or service provided by HCTD to the LEP population.**

There is no large geographic concentration of any type of LEP individuals in the HCTD service areas. Over 83% of the population in the service areas speaks English only. Although there is 17% of the population in the service areas that speak a language other than English, only 5.1% of this population speaks English less than “very well”. Because HCTD provides services to persons over nine counties, it is most likely that the fixed route system and the paratransit system will both encounter LEP individuals.

4. **The resources available to HCTD for LEP outreach, as well as the costs associated with that outreach.**

HCTD has assessed its available resources that could be used for providing LEP assistance, which of its documents would be the most valuable to be translated if the need should arise, and taking an inventory of available organizations that could be partnered with for outreach and translation efforts. HCTD maintains access to a language line to facilitate communication with LEP persons. There is a fee to use this service, but the use of it has been very rare so the cost has been minimal. HCTD will also provide an interpreter to LEP persons if a request for language assistance is made, or it is evident that such assistance is needed.

Language Assistance

A person who does not speak English as their primary language and who has a limited ability to read, write, speak or understand English may be a limited English proficient person and may be entitled to language assistance with respect to HCTD programs and activities. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language and/or translation, which means the written transfer of a message from one language into another language. HCTD will determine when interpretation and/or translation are needed and are reasonable.

How HCTD staff may identify an LEP person who needs language assistance:

- Examine records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed in the future.
- Have Language Identification (“I Speak”) Flashcards available at the customer service desk and easily accessible to drivers, supervisors, dispatchers, and schedulers as needed.
- Periodically interview bus drivers, dispatchers, schedulers and other front-line staff on their experience concerning any contacts with LEP persons during the previous year.

Language Assistance Measures

There are several language assistance measures available to LEP persons, including both oral and written language services. There are also various ways in which HCTD staff may respond to LEP persons, whether in person, by telephone, or in writing.

- HCTD will provide an interpreter to an LEP person if they request language assistance or it is evident that such assistance is needed.
- If an LEP person asks for language assistance and HCTD determines that language assistance is necessary to provide meaningful access, reasonable efforts will be made to provide free language assistance.
- When an interpreter is needed, in person or on the telephone, staff will attempt to determine what language is required and then make available interpretation services for the LEP person.
- Bilingual HCTD staff will provide language services to LEP persons upon request and if available. HCTD will take reasonable steps to ensure that staff provides interpretative services at a level of fluency, comprehension and confidentiality appropriate to the specific nature, type, and purpose of information at issue.
- An LEP person may use an informal interpreter of their choosing and at their own expense, either in place of or as a supplement to the language assistance offered by HCTD. Informal interpreters may include family members, friends, legal guardians, service representatives, or advocates of the LEP person.
- HCTD will periodically assess client needs for language assistance based on requests for interpreters and/or translation, as well as the literacy skills of the clients.

Staff Training

The following training will be provided to HCTD staff:

- Information on the Title VI Policy and LEP responsibilities.
- Description of language assistance services offered to the public.
- Use of the Language Identification (“I Speak”) Flashcards.
- Documentation of language assistance requests.
- How to handle a potential Title VI / LEP complaint.

Any and all contractors or subcontractors performing work for HCTD will be required to follow the Title VI/LEP guidelines.

Translation of Documents

HCTD weighed the cost and benefits of translating documents for potential LEP groups. Considering the expense of translating the documents, the likelihood of frequent changes in documents and other relevant factors, at this time it is an unnecessary burden to have any documents translated.

Due to the very small local LEP population, HCTD does not have a formal outreach procedure in place, as of 2016. Translation resources have been identified and are limited in this region. However, when and if the need arises for LEP outreach, HCTD will consider the following options:

- When staff prepares a document or schedules a meeting for which the target audience is expected to include LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in alternative language based on the known LEP population.
- Bus schedules, maps and other transit publications will be made available in an alternative language when and if a specific and concentrated LEP population is identified and requests are made.

Monitoring

Monitoring and Updating the LEP Plan. HCTD will update the LEP as required. At a minimum, the plan will be reviewed and updated when data from the upcoming U.S. Census is made available, or when it is clear that higher concentrations of LEP individuals are present in the HCTD service area. Updates will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether HCTD's financial resources are sufficient to fund language assistance resources needed.
- Determine whether HCTD fully complies with the goals of this LEP plan.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

Dissemination of the HCTD LEP Plan

HCTD's Title VI Policy and LEP Plan are made available on the company's website at www.takeethehop.com. Any person or agency may request a copy of the LEP plan via telephone, fax, mail, or in person and shall be provided a copy of the plan at no cost. LEP individuals may request a copy of the plan in alternative languages which will be provided, if feasible.

Questions concerning the LEP Plan may be submitted to Hill Country Transit District at:

Hill Country Transit District
4515 W. U.S. Hwy. 190
Belton, TX 76513
Phone: (254) 933-3700
Fax: (254) 933-3724
www.takeethehop.com

Hill Country Transit District

System-Wide Service Standards

Chapter IV of FTA Circular 4702.1B provides that all transit providers who operate fixed route service, as shown in the Table in Section 1, must "Set system-wide standards and policies" that "only apply to fixed route services". Because The HOP, operated by Hill Country Transit District (HCTD), does not "operate 50 or more fixed route vehicles in peak service", HCTD is not required to "Collect and report data", to "Evaluate service and fare equity changes", or to "Monitor transit service".

Vehicle Load Standards

Hill Country Transit District utilizes four different vehicles for our fixed-route operations. In tracking the number of passengers that are carried, it has been found that our average passengers per hour is 14.4 while our peak is 35. This results in all of our passengers being able to be seated except during our peak times.

Average Load:

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Load Factor
30' Transmark	14.4	0	14.4	0.4
32' EZ-Rider	14.4	0	14.4	0.4
34' NABI	14.4	0	14.4	0.4
32' Trolley	14.4	0	14.4	0.4
35' EZ-Rider	14.4	0	14.4	0.3

Peak Load:

Vehicle Type	Seated Capacity	Standing Capacity	Total Capacity	Factor
30' Transmark	26	9	35	1.3
32' EZ-Rider	26	9	35	1.3
34' NABI	26	9	35	1.3
32' Trolley	26	9	35	1.3
35' EZ-Rider	35	0	35	1.0

HCTD considers a vehicle overloaded if the load factor exceeds 1.5 where one third of our passengers are standing.

Vehicle Headway Standards

Vehicle Headway Standards:

During the week, Hill Country Transit District fixed-route vehicles run every hour for most stops. The only exception to this is the Temple-Killeen Connector route which makes a full cycle every two hours. On Saturdays, two of our weekday routes combine to become the Route 2/5 and runs once every two hours while the other six routes run once every hour.

WEEKDAY ROUTES	Periods of Operation
Urban Routes	60
Temple-Killeen Connector	120

SATURDAY ROUTES	Periods of Operation
Urban Routes	60
Route 2/5	120

**Periods of Operation are expressed in terms of minutes.*

On-Time Performance Standards

On-time performance for fixed route service is considered as not leaving a time point ahead of schedule and not arriving at a time point more than five minutes late. HCTD's on-time performance objective is 95% or greater, whereby at least 95% of trips on any given run during any given calendar month are on-time, and whereby at least 95% of all runs system-wide within any given calendar month are on-time.

Service Availability Standards

HCTD complies with the following standards regarding distance between bus stops:

- In high population density areas (such as neighborhoods and apartment complexes) and small business areas (such as strip malls and small business centers), the walking distance between bus stops is 750 to 900 feet, which places stops 1,500 to 1,800 feet apart.
- In medium population density areas (such as thoroughfares with limited side street residential areas) the walking distance between bus stops is 900 to 1,300 feet, which places stops 1,800 to 2,600 feet apart.

- In low population areas (such as thoroughfares with no side street access, great distances between side streets, etc.) the walking distance between bus stops is 1,500 to 2,500 feet, with approximately 3,000 feet between stops.

Vehicle Assignment Policy

Hill Country Transit District ensures that vehicles are assigned to drivers and routes the evening before service. HCTD's vehicle assignment is based on a couple of different factors. The first and most major factor in assigning a vehicle to a route is how narrow the streets are on a particular route. For these routes, a bus must be assigned that doesn't have too wide of a turning radius. The next factor considered is the mileage of a vehicle. The newer vehicles are assigned to higher-mileage routes whenever possible. Finally, vehicle assignments are rotated out based on maintenance needs.

Transit Amenities Policy

Installation of transit amenities along bus routes are based on the number of passenger boardings at stops and stations along those routes. System maps are provided at the Belton Operations Facility and at various organizations located throughout the service area (i.e., workforce centers, free clinics, city halls, service organizations, etc...). Trash cans are installed by HCTD according to perceived need.

New benches and shelters paid for by HCTD are located according to a number of factors including, but not limited to:

- Average daily boardings at the stop
- Prevalence of disabled passengers
- Presence or absence of amenities in the nearby area (i.e., shelter, trash cans, lighting, seating, etc.)
- Cost for additional curb, gutter, street, or sidewalk improvements
- Financial assistance from local jurisdictions, business improvement districts, etc.
- Minimum ridership of daily boardings for shelters
- Title VI compliance goals

ADDENDUM 6: Public Participation Plan

**Public Participation Plan
(With Environmental Justice Component)**

Item 8:

**Draft FY19-22 Transportation
Improvement Program**

Draft FY19-22 Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a 4-year transportation planning document that includes a detailed listing of projects reasonably expected to begin within a four year period. The current TIP covers FY17-20. Projects included in the TIP must be consistent with the Metropolitan Transportation Plan (MTP) and are chosen based on regional priority and available funding.

The TIP is to be updated every two years with the last update occurring in 2016. The approved FY19-22 TIP will need to be submitted to TxDOT on June 1, 2018. TAC recommended approval of draft FY19-22 TIP at their meeting on March 7, 2018. A tentative schedule is provided below:

Schedule:

- February 7, 2018—TAC review of draft FY19-22 TIP; for discussion only;
- February 21, 2018—TPPB review of draft FY19-22 TIP; for discussion only;
- March 7, 2018—TAC recommends approval of draft FY19-22 TIP and to initiate public involvement process;
- **March 14, 2018—TPPB approves draft FY19-22 TIP and initiates public involvement process;**
- March 17, 2018-April 15, 2018—30 day public comment period;
 - Public Hearings: April 10, 2018 at Copperas Cove Police Station in Copperas Cove at 12:00pm; and April 10, 2018 at Central Texas Council of Governments at in Belton at 5:00pm.
- May 3, 2018—TAC recommends approval of FY19-22 TIP;
- May 9, 2018—TPPB approves FY19-22 TIP;
- June 1, 2018—KTMPPO submits FY19-22 TIP to TxDOT.

Action Needed: Approval of draft FY19-22 TIP and to initiate public involvement process.



**Draft Transportation Improvement Program (TIP)
Fiscal Years 2019-2022**

**Public Forum Date:
April 10, 2018**

**Approved by the TPPB:
May 16, 2018**

ACKNOWLEDGMENT

The preparation of this document was financed in part through Federal Highway Administration (FHWA) PL 112 Funds and Federal Transit Administration (FTA) Planning Funds made available to the Killeen-Temple Metropolitan Planning Organization (KTMPO) as the designated Metropolitan Planning Organization. KTMPO prepared this document in cooperation with FHWA, FTA, and the Texas Department of Transportation (TxDOT).

Submitted by

The Killeen – Temple Metropolitan Planning Organization in cooperation with:

- | | |
|-------------------------------|--------------------------------|
| Bell County | City of Nolanville |
| Coryell County | City of Rogers |
| Lampasas County | Village of Salado |
| City of Bartlett | City of Temple |
| City of Belton | City of Troy |
| City of Copperas Cove | Fort Hood |
| City of Harker Heights | Hill Country Transit District |
| City of Holland | TxDOT - Waco District |
| City of Kempner | TxDOT - Brownwood District |
| City of Killeen | Federal Highway Administration |
| City of Little River/Academy | Federal Transit Administration |
| City of Morgan’s Point Resort | |

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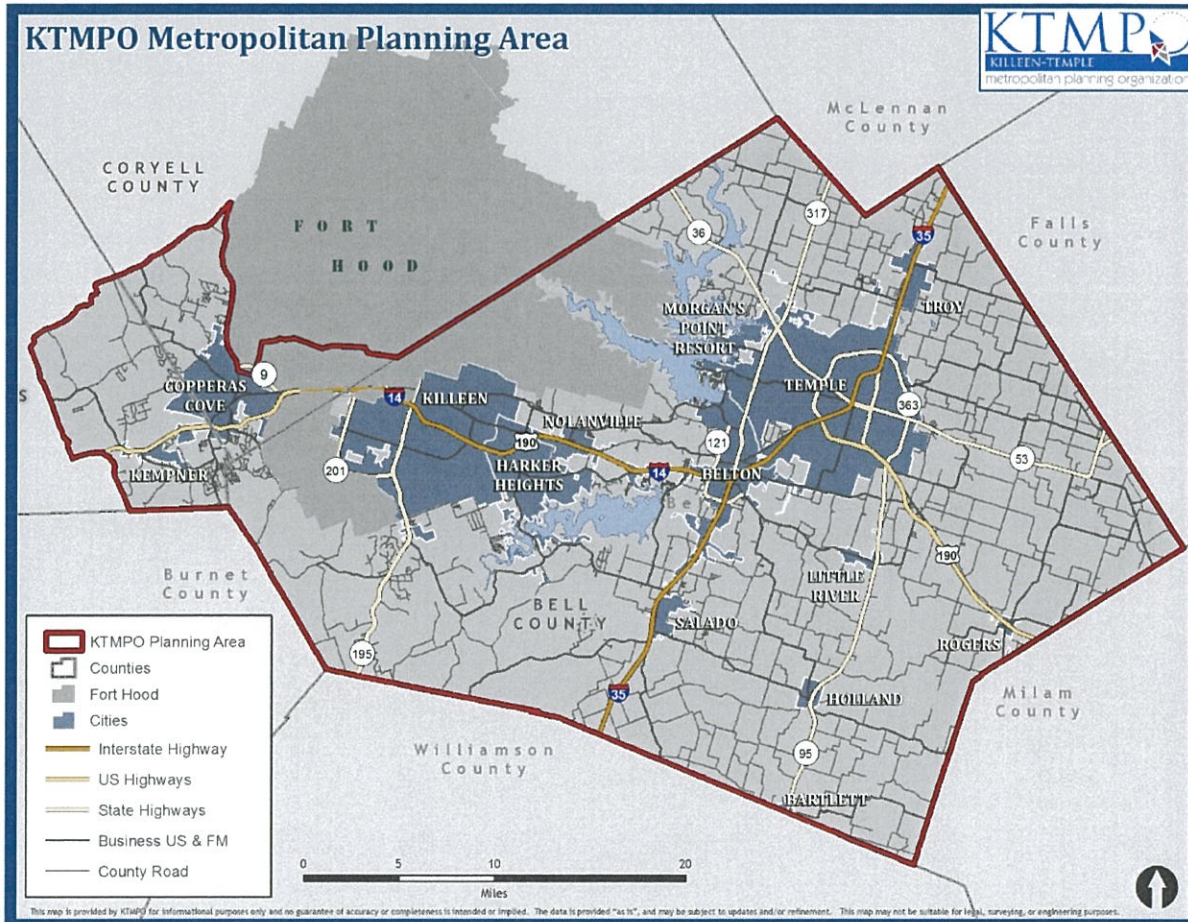
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INTRODUCTION

The Killeen-Temple Metropolitan Planning Organization (KTMPO) is guided by a Transportation Planning Policy Board (TPPB) whose membership is defined in an officially adopted set of Bylaws. The TPPB provides policy guidance for the organization and is responsible for reviewing and approving the Metropolitan Planning Organization's Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). A Technical Advisory Committee (TAC) is appointed by the TPPB to review projects from the technical point of view and advise the TPPB on technical issues. MPO staff is comprised of planning and technical professionals responsible for the administration of this organization.

The Central Texas Council of Governments (CTCOG) is under contract to TxDOT to provide professional staff and technical and administrative support for KTMPO according to federal funding agency guidelines. Currently, an Interim Director, two Regional Planners, a GIS Department and Administrative Support staff are available to assist the MPO.

DEFINITION OF AREA



The KTMPO boundary includes the following cities: Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River/Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, Temple, and Troy. The KTMPO region includes all of Bell County and parts of Lampasas and Coryell Counties along with portions of Fort Hood. The planning area includes areas that may be reasonably expected to become urbanized in the next 25 years in between those cities and within the counties of Bell,

Coryell, and Lampasas. The boundary includes portions of the Waco (Bell and Coryell) and Brownwood (Lampasas) Districts of the Texas Department of Transportation.

KTMPO was designated a Transportation Management Area (TMA) in 2012 following the release of 2010 Census data which estimated the population of the Killeen Urbanized Area (UZA) to be 217,630 and the population of the Temple-Belton UZA to be 90,390.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) STRUCTURE

The TIP is a short-range program which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected transit operators, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every four years and it is approved by the MPO and the Governor. The TIP must cover a minimum of four years for a metropolitan area and for the State. Projects listed in the TIP must reflect the factors considered in the long-range planning process.

Citizens must be given the opportunity to comment on any new transportation plans or amendments to existing plans as outlined in KTMPO's Public Participation Plan (PPP). These plans or amendments must also be reviewed and approved by the KTMPO TPPB to ensure all transportation plans and programs are consistent with the goals and objectives for the KTMPO area. When reviewing plans and amendments, the TPPB must take into consideration any public comments that were received during the public comment period.

The TIP contains a project listing that includes those projects funded within the four-year period covered by the TIP. The project listing consists of the following:

- Federally and State Funded Highway Projects
- Grouped Projects
- Federally Funded Transit Projects

The following appendices are contained within the TIP:

- Appendix A: Funding Categories
- Appendix B: Grouped Candidate Project Listing
- Appendix C: MPO Self-Certification
- Appendix D: Extended Project Listing
- Appendix E: Public Involvement Documentation

FEDERAL AND STATE REQUIREMENTS

On December 4, 2015, the Fixing America's Surface Transportation Act, or "FAST Act," was signed into law. The FAST Act continues the Metropolitan Planning Program and continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)].

The previous federal legislation, MAP-21 or “Moving Ahead for Progress in the 21st Century Act,” set forth eight planning factors that all transportation projects and programs must address:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) 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;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation; and
- 8) Emphasize the preservation of the existing transportation system.

The FAST Act maintains those factors but adds the following new factors:

- 1) Improving transportation system resiliency and reliability;
- 2) Reducing (or mitigating) the storm water impacts of surface transportation; and
- 3) Enhancing travel and tourism.

A key feature of MAP-21 was the establishment of performance targets and measures at the national, state, and local level. The FAST Act made no changes to those performance measures. Therefore, all established performance targets and measures should align with the national goals which were outlined in MAP-21, and carried forward in the FAST Act. Those measures are as follows:

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability - To improve the efficiency of the surface transportation system.
- 5) 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.
- 6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) 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.

Specific quantitative criteria will be published by the Secretary of Transportation in order to measure whether or not 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/TIP accordingly. The KTMPO public involvement process provides citizens, public agencies, transportation agencies, private transportation providers, and other interested parties with a reasonable opportunity to comment in the transportation planning process as required by FAST Act.

TIP FINANCIAL SUMMARY

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding requirements also mandate that all highway and transit projects receiving federal, state, or locally-significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation.

PUBLIC INVOLVEMENT

Public involvement is an important component in the transportation planning process. KTMPO develops and maintains a Public Participation Plan (PPP). The PPP sets forth the means in which KTMPO provides the public with the opportunity to voice ideas and concerns on the preparation of transportation plans and projects. As part of developing and/or amending the TIP, KTMPO is required by federal law to provide the public with opportunities to be involved in the planning process. The PPP requires the following opportunities for public input:

New TIP Development:

- A thirty (30) day public comment period; and
- A minimum of two (2) public forums, with one hearing serving the East side of the region and a second hearing serving the West side of the region.

TIP Amendments:

- A fifteen (15) day public comment period; and
- A public forum(s) in a location close to the affected area(s).

TITLE VI

KTMPO has a Title VI Plan, and KTMPO's PPP includes Title VI/Environmental Justice (EJ) principles in order to provide opportunities for potentially disadvantaged populations to participate in the planning process. Public forums are encouraged to be held in Environmental Justice Communities of Concern

TIP PROJECT SELECTION PROCESS

KTMPO has developed a four-step project selection process for transportation planning. This is a coordinated effort between regional entities and KTMPO to identify and prioritize projects during each MTP update cycle. The KTMPO MTP project selection process is as follows:

Project Submission

KTMPO, in cooperation with TxDOT, will issue a call for projects to MPO entities. Those entities will then submit projects for consideration in KTMPO's planning process.

Project Review and Evaluation

Once received, KTMPO staff will review and conduct technical and objective scoring of the submitted projects. Projects must meet the following criteria:

- Be consistent with KTMPO long-range goals;
- Have an identified local funding source for match requirements; and
- Have a project readiness and implementation timeline.

KTMPO Technical Advisory Committee Recommendation

After review and evaluation, the KTMPO Technical Advisory Committee (TAC) will score any subjective criteria and prioritize projects. The TAC will then recommend their prioritization to the Transportation Planning Policy Board (TPPB) for review and approval.

KTMPO Transportation Planning Policy Board Review and Approval

The TPPB will then review and adopt or reject candidate projects for inclusion in the KTMPO's MTP. If adopted, then those projects will be included in the MTP. If rejected, the project listing will be sent back to the TAC for further review and evaluation.

The process for selecting projects for the TIP is a subset of the above plan. Projects included in the TIP are selected from the following sources:

- From the last two years' projects of the previous TIP;
- Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP;
- Projects from the financially constrained component of the MTP;
- From the Texas Department of Transportation's (TxDOT) ten-year *Unified Transportation Program* (UTP), including environmental and feasibility studies;
- Additional projects from local governments, transit agencies, and other member agencies.

All projects selected for the TIP must be in the funded portion of the MTP project listing and must meet the required criteria outlined above.

FY2019-2022 PROJECT LISTINGS

- Federally and State Funded Highway Projects
- Grouped Projects
- Federally Funded Transit Projects

**FEDERALLY AND STATE FUNDED HIGHWAY
PROJECTS**

FY 2019-2022

FY2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	2057-01-009	FM 439	2018	E, C	Nolanville	Nolanville	\$596,386	
LIMITS FROM:	Avenue I								
LIMITS TO:	East Bound Service Road								
DESCRIPTION:	Construct multi-use paths with curb and gutter.				REVISION DATE:	Jul-16			
REMARKS:					MPO ID:	N40-01			
					FUNDING CATEGORY:	7, 3LC			
					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$80,500			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$450,309		\$112,577		\$562,886
CONSTRUCTION:	\$503,886	\$596,386		3LC				\$33,500	\$33,500
CONSTRUCTION ENGINEERING:	\$12,000			TOTAL	\$450,309	\$0	\$112,577	\$33,500	\$596,386
CONTINGENCIES:	\$6,500								
INDIRECTS:	\$24,300								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$627,186								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0231-03-146	US 190	2018	C		Waco	\$4,000,000	
LIMITS FROM:	@ Clear Creek Road								
LIMITS TO:									
DESCRIPTION:	Roadway reconfiguration to improve turning movements (turnaround)				REVISION DATE:	Aug-17			
REMARKS:	August 2017 KTMO selected project				MPO ID:	W40-03			
					FUNDING CATEGORY:	2M & 7			
					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$234,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			2M	\$1,680,000	\$420,000			\$2,100,000
CONSTRUCTION:	\$4,000,000	\$4,000,000		7	\$1,520,000	\$380,000			\$1,900,000
CONSTRUCTION ENGINEERING:	\$224,000			TOTAL	\$3,200,000	\$800,000	\$0	\$0	\$4,000,000
CONTINGENCIES:	\$143,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$4,601,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-153	CS	2018	C	Harker Heights	Harker Heights	\$489,249	
LIMITS FROM:	Heights Dr, from Heights Dr						REVISION DATE:	Jul-16	
LIMITS TO:	Commercial Dr						MPO ID:	H40-02	
DESCRIPTION:	Construction of a roundabout.						FUNDING CATEGORY:	7	
REMARKS:							PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:	AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$25,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$391,399		\$97,850		\$489,249
CONSTRUCTION:	\$474,249	\$489,249							
CONSTRUCTION ENGINEERING:	\$43,000			TOTAL	\$391,399	\$0	\$97,850	\$0	\$489,249
CONTINGENCIES:	\$23,000								
INDIRECTS:	\$6,100								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$571,349								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-157	CS	2018	C	Belton	Belton	\$2,670,615	
LIMITS FROM:	University Blvd. 0.25 mile south of Crusader Way						REVISION DATE:	Feb-18	
LIMITS TO:	Tiger Drive 0.10 mile north of Sparta Road						MPO ID:	B40-04	
DESCRIPTION:	Construct sidewalks and shared use path-widths vary from 8 ft to 10ft; includes landscaping and lighting						FUNDING CATEGORY:	9	
REMARKS:	Chisholm Trail Corridor Hike and Bike Facility Phase II. Project consists of segments along five roadways; 4 segments (University Blvd, Crusader Way, Sparta Road, Tiger Dr.) will be constructed with this project; TxDOT will construct the segment along Loop 121 in conjunction with Loop 121 Roadway Project. Minute Order #114446 dated 12/17/2015.						PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:	AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$478,878			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			9	\$2,136,492		\$534,123		\$2,670,615
CONSTRUCTION:	\$2,375,100	\$2,670,615							
CONSTRUCTION ENGINEERING:	\$221,637			TOTAL	\$2,136,492	\$0	\$534,123	\$0	\$2,670,615
CONTINGENCIES:	\$34,180								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$3,109,795								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0231-03-145	US 190	2019	C		Waco	\$24,180,000	
LIMITS FROM:	FM 3423 (Indian Trail)						REVISION DATE:	Aug-17	
LIMITS TO:	0.25 MI W of Paddy Hamilton						MPO ID:	W40-06	
DESCRIPTION:	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments						FUNDING CATEGORY:	2M	
REMARKS:	August 2017 KTMO selected project						PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:	AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$1,282,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			2M	\$19,344,000	\$4,836,000			\$24,180,000
CONSTRUCTION:	\$24,180,000	\$24,180,000							
CONSTRUCTION ENGINEERING:	\$1,120,000			TOTAL	\$19,344,000	\$4,836,000	\$0	\$0	\$24,180,000
CONTINGENCIES:	\$47,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$26,629,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0231-04-061	US 190	2019	C		Waco	\$14,820,000	
LIMITS FROM:	0.25 MI W of Paddy Hamilton								
LIMITS TO:	FM 2410 in W Belton						REVISION DATE:	Aug-17	
DESCRIPTION:	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments						MPO ID:	W40-06	
REMARKS:	August 2017 KTMO selected project						FUNDING CATEGORY:	2M	
							PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$785,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			2M	\$11,856,000	\$2,964,000			\$14,820,000
CONSTRUCTION:	\$14,820,000	\$14,820,000							
CONSTRUCTION ENGINEERING:	\$689,000			TOTAL	\$11,856,000	\$2,964,000	\$0	\$0	\$14,820,000
CONTINGENCIES:	\$29,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$16,323,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0836-02-073	SH 195	2019	C	Killeen	Killeen	\$800,000	
LIMITS FROM:	0.1 MI N of FM 3470								
LIMITS TO:	0.1 MI S of FM 3470						REVISION DATE:	Aug-17	
DESCRIPTION:	Turnaround underpass for northbound and southbound traffic on SH 195 frontage roads and FM 3470 (Stan Schlueter)						MPO ID:	K40-27	
REMARKS:	August 2017 KTMO selected project						FUNDING CATEGORY:	7	
							PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$40,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$640,000	\$160,000			\$800,000
CONSTRUCTION:	\$800,000	\$800,000							
CONSTRUCTION ENGINEERING:	\$38,000			TOTAL	\$640,000	\$160,000	\$0	\$0	\$800,000
CONTINGENCIES:	\$24,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$902,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	1835-02-058	FM 1741	2019	C	Temple	Temple	\$500,000	
LIMITS FROM:	Marlandwood Rd								
LIMITS TO:	Canyon Creek Rd						REVISION DATE:	Aug-17	
DESCRIPTION:	Installation of 6' sidewalks on both sides of FM 1741						MPO ID:	T40-12	
REMARKS:	August 2017 KTMO selected project						FUNDING CATEGORY:	7	
							PROJECT HISTORY:	31 st Street Project	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$26,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$400,000	\$100,000			\$500,000
CONSTRUCTION:	\$500,000	\$500,000							
CONSTRUCTION ENGINEERING:	\$26,000			TOTAL	\$400,000	\$100,000	\$0	\$0	\$500,000
CONTINGENCIES:	\$6,111								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$558,111								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0184-03-039	SH 53	2019	C	Temple	Temple	\$1,492,174	
LIMITS FROM:	IH 35								
LIMITS TO:	Spur 290						REVISION DATE:	Aug-17	
DESCRIPTION:	Installation of on-street bike lane and ADA compliant sidewalks travelling east on Central Avenue and west on Adams Avenue.						MPO ID:	T40-15	
							FUNDING CATEGORY:	7	
REMARKS:	August 2017 KTMO selected project						PROJECT HISTORY:	Adams Avenue Project	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$78,300			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$1,193,739	\$298,435			\$1,492,174
CONSTRUCTION:	\$1,492,174	\$1,492,174							
CONSTRUCTION ENGINEERING:	\$78,000			TOTAL	\$1,193,739	\$298,435	\$0	\$0	\$1,492,174
CONTINGENCIES:	\$18,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$1,666,474								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0232-01-053	SH 53	2019	C	Temple	Temple	\$420,870	
LIMITS FROM:	Spur 290								
LIMITS TO:	Martin Luther King Jr., Blvd						REVISION DATE:	Aug-17	
DESCRIPTION:	Installation of on-street bike lane and ADA compliant sidewalks traveling east on Central Avenue and west on Adams Avenue.						MPO ID:	T40-15	
							FUNDING CATEGORY:	7	
REMARKS:	August 2017 KTMO selected project						PROJECT HISTORY:	Adams Avenue Project	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$22,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$336,696	\$84,174			\$420,870
CONSTRUCTION:	\$420,870	\$420,870							
CONSTRUCTION ENGINEERING:	\$22,000			TOTAL	\$336,696	\$84,174	\$0	\$0	\$420,870
CONTINGENCIES:	\$5,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$469,870								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	3128-01-013	FM 116	2019	C	Copperas Cove	Copperas Cove	\$819,000	
LIMITS FROM:	BUS HWY 190								
LIMITS TO:	FM 3046						REVISION DATE:	Aug-17	
DESCRIPTION:	Construct ADA compliant sidewalks and bike lanes						MPO ID:	C40-05	
							FUNDING CATEGORY:	7	
REMARKS:	August 2017 KTMO selected project						PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$43,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$655,200	\$163,800			\$819,000
CONSTRUCTION:	\$819,000	\$819,000							
CONSTRUCTION ENGINEERING:	\$43,000			TOTAL	\$655,200	\$163,800	\$0	\$0	\$819,000
CONTINGENCIES:	\$10,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$915,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	3131-01-007	FM 3046	2019	C	Copperas Cove	Copperas Cove	\$156,000	
LIMITS FROM:	FM 116								
LIMITS TO:	Dennis St					REVISION DATE:	Aug-17		
DESCRIPTION:	Construct ADA compliant sidewalks and bike lanes					MPO ID:	C40-05		
REMARKS:	August 2017 KTMO selected project					FUNDING CATEGORY:	7		
						PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$23,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$124,800	\$31,200			\$156,000
CONSTRUCTION:	\$156,000	\$156,000							
CONSTRUCTION ENGINEERING:	\$23,000			TOTAL	\$124,800	\$31,200	\$0	\$0	\$156,000
CONTINGENCIES:	\$5,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$207,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-161	CS	2019	C	Killeen	Killeen	\$1,300,000	
LIMITS FROM:	Chaparral Rd @ Rosewood								
LIMITS TO:	USACE Property					REVISION DATE:	Aug-17		
DESCRIPTION:	Construct shared use path for pedestrians and bicyclists					MPO ID:	K40-21b		
REMARKS:	August 2017 KTMO selected project					FUNDING CATEGORY:	7		
						PROJECT HISTORY:	Heritage Oaks		
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:	\$18,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$1,040,000		\$260,000		\$1,300,000
CONSTRUCTION:	\$1,300,000	\$1,300,000							
CONSTRUCTION ENGINEERING:	\$27,000			TOTAL	\$1,040,000	\$0	\$260,000	\$0	\$1,300,000
CONTINGENCIES:	\$10,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$1,355,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	0909-36-162	VA	2018	T		Transit	\$1,615,000
LIMITS FROM:	Hill Country Transit							
LIMITS TO:	Killeen UZA							REVISION DATE: Aug-17
DESCRIPTION:	Purchase buses					MPO ID:	A40-15	
						FUNDING CATEGORY:	7	
REMARKS:	Based upon allocating 10% of overall FY 18, 19 and 20 STP-MM projected amounts					PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY			
PRELIMINARY ENGINEERING:		\$0		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$0		7	\$1,292,000		\$323,000	\$1,615,000
CONSTRUCTION:		\$1,615,000	\$1,615,000					\$0
CONSTRUCTION ENGINEERING:		\$0		TOTAL	\$1,292,000	\$0	\$323,000	\$0 \$1,615,000
CONTINGENCIES:		\$0						
INDIRECTS:		\$0						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$1,615,000						

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST
WACO	Bell	2136-01-020	FM 2268	2018	C	Salado	Waco	\$1,616,956
LIMITS FROM:	Salado Plaza Drive							
LIMITS TO:	College Hill Dr (North End)							REVISION DATE: Aug-17
DESCRIPTION:	Construct sidewalks, lighting and striping for bicycles					MPO ID:	S40-04a	
						FUNDING CATEGORY:	7	
REMARKS:	August 2017 KTMPO selected project					PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY			
PRELIMINARY ENGINEERING:		\$320,000		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT: TOTAL:
RIGHT OF WAY:		\$0		7	\$1,293,565	\$323,391		\$1,616,956
CONSTRUCTION:		\$1,616,956	\$1,616,956					
CONSTRUCTION ENGINEERING:		\$320,000		TOTAL	\$1,293,565	\$323,391	\$0	\$0 \$1,616,956
CONTINGENCIES:		\$74,000						
INDIRECTS:		\$0						
BOND FINANCING:		\$0						
TOTAL PROJECT COST (YOE):		\$2,330,956						

FY2020

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	0231-02-062	BUS 190	2020	C	Copperas Cove	Copperas Cove	\$10,000,000	
LIMITS FROM:	FM 1113 (Avenue D)								
LIMITS TO:	Constitution Dr					REVISION DATE:	Aug-17		
DESCRIPTION:	Construction of a raised median and conversion of one travel lane in each direction to a sidewalk/bicycle lane					MPO ID:	C30-03b		
						FUNDING CATEGORY:	2M		
REMARKS:	August 2017 KTMO selected project					PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$544,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			2M	\$8,000,000	\$2,000,000			\$10,000,000
CONSTRUCTION:	\$10,000,000	\$10,000,000							
CONSTRUCTION ENGINEERING:	\$543,000			TOTAL	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000
CONTINGENCIES:	\$125,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$11,212,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0231-03-147	US 190	2020	C	Harker Heights	Harker Heights	\$5,000,000	
LIMITS FROM:	E Central Texas Expy W								
LIMITS TO:	E Central Texas Expy E					REVISION DATE:	Aug-17		
DESCRIPTION:	Construction of a west to east turnaround at FM 2410					MPO ID:	H35-01		
						FUNDING CATEGORY:	7		
REMARKS:	August 2017 KTMO selected project					PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$278,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$4,000,000	\$1,000,000			\$5,000,000
CONSTRUCTION:	\$5,000,000	\$5,000,000							
CONSTRUCTION ENGINEERING:	\$266,000			TOTAL	\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000
CONTINGENCIES:	\$170,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$5,714,000								

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	0909-39-131	CS	2020	C	Copperas Cove	Copperas Cove	\$850,000	
LIMITS FROM:	Constitution Dr from Bowen Ave								
LIMITS TO:	0.2 MI S Martin Luther King Jr., Blvd						REVISION DATE:	Aug-17	
DESCRIPTION:	Construction of sidewalks for pedestrian/bicycle use						MPO ID:	C40-04a	
REMARKS:	August 2017 KTMO selected project						FUNDING CATEGORY:	7 & 9	
							PROJECT HISTORY:	The Narrows	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:		\$47,000		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:		\$0		7	\$288,000		\$72,000		\$360,000
CONSTRUCTION:		\$850,000	\$850,000	9	\$392,000		\$98,000		\$490,000
CONSTRUCTION ENGINEERING:		\$47,000		TOTAL	\$680,000	\$0	\$170,000	\$0	\$850,000
CONTINGENCIES:		\$11,000							
INDIRECTS:		\$0							
BOND FINANCING:		\$0							
TOTAL PROJECT COST (YOE):		\$955,000							

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	0909-39-132	CS	2020	C	Copperas Cove	Copperas Cove	\$680,000	
LIMITS FROM:	RG III Blvd from Constitution Dr								
LIMITS TO:	Old Copperas Cove Road @ Constitution						REVISION DATE:	Aug-17	
DESCRIPTION:	Construction of sidewalks for pedestrian/bicycle use						MPO ID:	C40-04b	
REMARKS:	August 2017 KTMO selected project						FUNDING CATEGORY:	9	
							PROJECT HISTORY:	The Narrows	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:		\$38,000		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:		\$0		9	\$544,000		\$136,000		\$680,000
CONSTRUCTION:		\$680,000	\$680,000						
CONSTRUCTION ENGINEERING:		\$38,000		TOTAL	\$544,000	\$0	\$136,000	\$0	\$680,000
CONTINGENCIES:		\$9,000							
INDIRECTS:		\$0							
BOND FINANCING:		\$0							
TOTAL PROJECT COST (YOE):		\$765,000							

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Coryell	0909-39-133	CS	2020	C	Copperas Cove	Copperas Cove	\$170,000	
LIMITS FROM:	Charles Tillman Way from Constitution Dr						REVISION DATE:	Aug-17	
LIMITS TO:	Charles Tillman Way @ RG III Blvd						MPO ID:	C40-04c	
DESCRIPTION:	Construction of sidewalks for pedestrian/bicycle use						FUNDING CATEGORY:	7	
REMARKS:	August 2017 KTMO selected project						PROJECT HISTORY:	The Narrows	
TOTAL PROJECT COST INFORMATION:			COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY				
PRELIMINARY ENGINEERING:	\$9,000			CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:	\$0			7	\$136,000		\$34,000		\$170,000
CONSTRUCTION:	\$170,000	\$170,000							
CONSTRUCTION ENGINEERING:	\$9,000			TOTAL	\$136,000	\$0	\$34,000	\$0	\$170,000
CONTINGENCIES:	\$2,000								
INDIRECTS:	\$0								
BOND FINANCING:	\$0								
TOTAL PROJECT COST (YOE):	\$190,000								

FY2021

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
WACO	Bell	0909-36-163	VA	2021	E,C	Belton	Belton	\$1,596,245	
LIMITS FROM:	IH-35 from FM 436								
LIMITS TO:	Confederate Park Drive						REVISION DATE:	Feb-18	
DESCRIPTION:	Construct 12 ft wide hike and bike trail. Project will extend along FM 436, IH 35 northbound frontage road and Confederate Park Drive.						MPO ID:	B40-05	
REMARKS:	Belton Hike & Bike Trail Extension South (South Belton Shared Use Path). Construct Alternate Transportation Route Consisting of Shared-Use Path for Pedestrians and Bicyclists. Minute Order #115076 dated 10/26/17. Local In-Kind Participation of \$194,325. \$194,325 + \$1,596,245 = \$1,790,570.						FUNDING CATEGORY:	9-TAP	
							PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION:		COST OF APPROVED PHASES:		AUTHORIZED FUNDING BY CATEGORY					
PRELIMINARY ENGINEERING:		\$256,787		CATEGORY:	FEDERAL:	STATE:	LOCAL:	LOCAL CONT:	TOTAL:
RIGHT OF WAY:		\$0		9	\$1,432,456	\$0	\$163,789	\$0	\$1,596,245
CONSTRUCTION:		\$1,512,963	\$1,596,245						
CONSTRUCTION ENGINEERING:		\$20,821		TOTAL	\$1,432,456	\$0	\$163,789	\$0	\$1,596,245
CONTINGENCIES:		\$19,980							
INDIRECTS:		\$0							
BOND FINANCING:		\$0							
TOTAL PROJECT COST (YOE):		\$1,810,551							

FY2022

No projects planned at this time.

Amendments

No amendments planned at this time.

FY2019-2022 GROUPED PROJECTS STATEWIDE CSJs

See Appendix B for Candidate Project List

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 preventive maintenance, rehabilitation, bridge replacement, 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, KTMPO will participate within the grouped CSJ program.

Preliminary Engineering

TxDOT ID: 5000-00-950

MPO ID: G01-PE

Right of Way Acquisition

TxDOT ID: 5000-00-951

MPO ID: G02-RW

Preventative Maintenance & Rehabilitation

TxDOT ID: 5000-00-952/957/958

MPO ID: G03-MT

Bridge Replacement & Rehabilitation

TxDOT ID: 5000-00-953

MPO ID: G04-BR

Railroad Grade Separations

TxDOT ID: 5000-00-954

MPO ID: G05-RR

Safety

TxDOT ID: 5800-00-950

MPO ID: G06-SA

Landscaping

TxDOT ID: 5000-00-956

MPO ID: G07-LA

Intelligent Transportation System Deployment

TxDOT ID: 5800-00-915

MPO ID: G08-IT

Bicycle & Pedestrian

TxDOT ID: 5000-00-916

MPO ID: G09-BP

Safety Rest Areas & Truck Weigh Stations

TxDOT ID: 5000-00-917

MPO ID: G10-SR

Transit Improvements & Programs

TxDOT ID: 5000-00-918

MPO ID: G11-TR

FEDERALLY FUNDED TRANSIT PROJECTS

FY 2019-2022

FY2019

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM			
FY 2019			
TxDOT Waco District		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,500,000
Apportionment Year	2018/2019	State Funds from TxDOT	400,000
Project Phase	Operations	Other Funds	2,300,000
Brief Project Description	Operating Activities (K)	Fiscal Year Cost	\$4,200,000
Sec 5309 ID Number	NA	Total Project Cost	\$4,200,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$25,481
Apportionment Year	2018/2019	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	25,481
Brief Project Description	Planning Activities (K)	Fiscal Year Cost	\$50,962
Sec 5307 ID Number	NA	Total Project Cost	\$50,962
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,000,000
Apportionment Year	2018/2019	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	250,000
Brief Project Description	Capital Preventive Maintenance (K)	Fiscal Year Cost	\$1,250,000
Sec 5309 ID Number	NA	Total Project Cost	\$1,250,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$267,000
Apportionment Year	2018 & 2019	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (K)	Fiscal Year Cost	\$267,000
Sec 5309 ID Number	NA	Total Project Cost	\$267,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$53,400
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2019

TxDOT Waco District		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,000
Apportionment Year	2018 & 2019	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Capital Preventive Maintenance (K)	Fiscal Year Cost	\$3,000
Sec 5309 ID Number	NA	Total Project Cost	\$3,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$600
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$445,000
Apportionment Year	2018 & 2019	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (K)	Fiscal Year Cost	\$445,000
Sec 5309 ID Number	NA	Total Project Cost	\$445,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$89,000
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$10,000
Apportionment Year	2018 & 2019	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Vehicle Rehab (K)	Fiscal Year Cost	\$10,000
Sec 5309 ID Number	NA	Total Project Cost	\$10,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$2,000
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$9,100
Apportionment Year	2018 & 2019	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(K)	Fiscal Year Cost	\$9,100
Sec 5309 ID Number	NA	Total Project Cost	\$9,100
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$1,820
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2019

TxDOT Waco District		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$900,000
Apportionment Year	2019	State Funds from TxDOT	253,000
Project Phase	Operations	Other Funds	1,100,000
Brief Project Description	Operating Activities (T)	Fiscal Year Cost	\$2,253,000
		Total Project Cost	\$2,253,000
		Trans. Dev. Credits to be Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$9,942
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	18,463
Brief Project Description	Planning Activities (T)	Fiscal Year Cost	\$28,405
		Total Project Cost	\$28,405
		Trans. Dev. Credits to be Requested	\$0
Sec 5307 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$370,000
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	250,000
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$620,000
		Total Project Cost	\$620,000
		Trans. Dev. Credits to be Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$89,000
Apportionment Year	2018	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$89,000
		Total Project Cost	\$89,000
		Trans. Dev. Credits to be Requested	\$17,800
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2019

TxDOT Waco District		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$12,000
Apportionment Year	2018	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$12,000
Sec 5309 ID Number	NA	Total Project Cost	\$12,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$2,400
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$178,000
Apportionment Year	2018	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$178,000
Sec 5309 ID Number	NA	Total Project Cost	\$178,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$35,600
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,000
Apportionment Year	2018	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Vehicle Rehab (T)	Fiscal Year Cost	\$1,000
Sec 5309 ID Number	NA	Total Project Cost	\$1,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$200
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,000
Apportionment Year	2018	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(T)	Fiscal Year Cost	\$1,000
Sec 5309 ID Number	NA	Total Project Cost	\$1,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$200
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

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KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

FY 2020

TxDOT Waco District		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,515,000
Apportionment Year	2019/2020	State Funds from TxDOT	404,000
Project Phase	Operations	Other Funds	2,323,000
Brief Project Description	Operating Activities (K)	Fiscal Year Cost	\$4,242,000
Sec 5309 ID Number	NA	Total Project Cost	\$4,242,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$25,735
Apportionment Year	2019/2020	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	25,735
Brief Project Description	Planning Activities (K)	Fiscal Year Cost	\$51,470
Sec 5309 ID Number	NA	Total Project Cost	\$51,470
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,010,000
Apportionment Year	2019/2020	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	252,500
Brief Project Description	Capital Preventive Maintenance (K)	Fiscal Year Cost	\$1,262,500
Sec 5309 ID Number	NA	Total Project Cost	\$1,262,500
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$909,000
Apportionment Year	2020	State Funds from TxDOT	255,530
Project Phase	Operations	Other Funds	1,111,000
Brief Project Description	Operating Activities (T)	Fiscal Year Cost	\$2,275,530
Sec 5309 ID Number	NA	Total Project Cost	\$2,275,530
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2020

TxDOT Waco District		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$10,040
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	18,650
Brief Project Description	Planning Activities (T)	Fiscal Year Cost	\$28,690
Sec 5309 ID Number	NA	Total Project Cost	\$28,690
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$373,700
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	252,500
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$626,200
Sec 5309 ID Number		Total Project Cost	\$626,200
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$89,890
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$89,890
Sec 5309 ID Number	NA	Total Project Cost	\$89,890
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$17,978
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$12,120
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$12,120
Sec 5309 ID Number	NA	Total Project Cost	\$12,120
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$2,424
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2020

TxDOT Waco District		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$179,780
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$179,780
		Total Project Cost	\$179,780
		Trans. Dev. Credits to be Requested	\$35,956
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	0
Amendment Date & Action		(Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,010
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Vehicle Rehab (T)	Fiscal Year Cost	\$1,010
		Total Project Cost	\$1,010
		Trans. Dev. Credits to be Requested	\$202
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	0
Amendment Date & Action		(Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,010
Apportionment Year	2019	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(T)	Fiscal Year Cost	\$1,010
		Total Project Cost	\$1,010
		Trans. Dev. Credits to be Requested	\$202
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	0
Amendment Date & Action		(Date & Amount)	\$0

FY2021

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021

TxDOT Waco District		YOE = Year of Expenditure
General Project Information		Funding Information (YOE)
Project Sponsor	Hill Country Transit District	Federal Funding Category 5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds \$1,530,150
Apportionment Year	2020/2021	State Funds from TxDOT 408,040
Project Phase	Operations	Other Funds 2,346,230
Brief Project Description	Operating Activities (K)	Fiscal Year Cost \$4,284,420
Sec 5309 ID Number	NA	Total Project Cost \$4,284,420
Amendment Date & Action		Trans. Dev. Credits to be Requested \$0
		Trans. Dev. Credits Awarded (Date & Amount) \$0
General Project Information		Funding Information (YOE)
Project Sponsor	Hill Country Transit District	Federal Funding Category 5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds \$26,000
Apportionment Year	2020/2021	State Funds from TxDOT 0
Project Phase	Planning	Other Funds 26,000
Brief Project Description	Planning Activities (K)	Fiscal Year Cost \$52,000
Sec 5309 ID Number	NA	Total Project Cost \$52,000
Amendment Date & Action		Trans. Dev. Credits to be Requested \$0
		Trans. Dev. Credits Awarded (Date & Amount) \$0
General Project Information		Funding Information (YOE)
Project Sponsor	Hill Country Transit District	Federal Funding Category 5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds \$1,020,100
Apportionment Year	2020/2021	State Funds from TxDOT 0
Project Phase	Operations	Other Funds 255,025
Brief Project Description	Capital Preventive Maintenance (K)	Fiscal Year Cost \$1,275,125
Sec 5309 ID Number	NA	Total Project Cost \$1,275,125
Amendment Date & Action		Trans. Dev. Credits to be Requested \$0
		Trans. Dev. Credits Awarded (Date & Amount) \$0
General Project Information		Funding Information (YOE)
Project Sponsor	Hill Country Transit District	Federal Funding Category 5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds \$272,000
Apportionment Year	2020 & 2021	State Funds from TxDOT 0
Project Phase	Purchasing	Other Funds 0
Brief Project Description	Revenue Rolling Stock (K)	Fiscal Year Cost \$272,000
Sec 5309 ID Number	NA	Total Project Cost \$272,000
Amendment Date & Action		Trans. Dev. Credits to be Requested \$54,400
		Trans. Dev. Credits Awarded (Date & Amount) \$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2021

TxDOT Waco District		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,000
Apportionment Year	2020 & 2021	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Capital Preventive Maintenance (K)	Fiscal Year Cost	\$3,000
Sec 5309 ID Number	NA	Total Project Cost	\$3,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$600
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$454,000
Apportionment Year	2020 & 2021	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (K)	Fiscal Year Cost	\$454,000
Sec 5309 ID Number	NA	Total Project Cost	\$454,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$90,800
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$10,000
Apportionment Year	2020 & 2021	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Vehicle Rehab (K)	Fiscal Year Cost	\$10,000
Sec 5309 ID Number	NA	Total Project Cost	\$10,000
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$2,000
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$9,100
Apportionment Year	2020 & 2021	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(K)	Fiscal Year Cost	\$9,100
Sec 5309 ID Number	NA	Total Project Cost	\$9,100
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$1,820
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2021

TxDOT Waco District		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$918,090
Apportionment Year	2021	State Funds from TxDOT	258,085
Project Phase	Operations	Other Funds	1,122,110
Brief Project Description	Operating Activities (T)	Fiscal Year Cost	\$2,298,285
Sec 5309 ID Number	NA	Total Project Cost	\$2,298,285
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$10,140
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	18,835
Brief Project Description	Planning Activities (T)	Fiscal Year Cost	\$28,975
Sec 5309 ID Number	NA	Total Project Cost	\$28,975
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$377,440
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	255,025
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$632,465
Sec 5309 ID Number	NA	Total Project Cost	\$632,465
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$90,800
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$90,800
Sec 5309 ID Number	NA	Total Project Cost	\$90,800
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$18,160
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2021

TxDOT Waco District YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$12,240
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$12,240
Sec 5309 ID Number	NA	Total Project Cost	\$12,240
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$2,448
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$181,600
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$181,600
Sec 5309 ID Number	NA	Total Project Cost	\$181,600
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$36,320
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,020
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Vehicle Rehab (T)	Fiscal Year Cost	\$1,020
Sec 5309 ID Number	NA	Total Project Cost	\$1,020
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$204
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,020
Apportionment Year	2020	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(T)	Fiscal Year Cost	\$1,020
Sec 5309 ID Number	NA	Total Project Cost	\$1,020
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$204
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021

TxDOT Waco District		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	7
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$975,000
Apportionment Year	2018, 2019, & 2020	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	310,000
Brief Project Description	Revenue Rolling Stock (K)	Fiscal Year Cost	\$1,285,000
		Total Project Cost	\$1,285,000
Sec 5309 ID Number	NA	Trans. Dev. Credits to be Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	\$0

2022

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2022

TxDOT Waco District		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,545,450
Apportionment Year	2021/2022	State Funds from TxDOT	412,120
Project Phase	Operations	Other Funds	2,369,700
Brief Project Description	Operating Activities (K)	Fiscal Year Cost	\$4,327,270
Sec 5309 ID Number	NA	Total Project Cost	\$4,327,270
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$26,250
Apportionment Year	2021/2022	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	26,250
Brief Project Description	Planning Activities (K)	Fiscal Year Cost	\$52,500
Sec 5309 ID Number	NA	Total Project Cost	\$52,500
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,030,300
Apportionment Year	2021/2022	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	257,580
Brief Project Description	Capital Preventive Maintenance (K)	Fiscal Year Cost	\$1,287,880
Sec 5309 ID Number	NA	Total Project Cost	\$1,287,880
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
General Project Information		Funding Information (YOE)	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$927,270
Apportionment Year	2022	State Funds from TxDOT	260,700
Project Phase	Operations	Other Funds	1,133,350
Brief Project Description	Operating Activities (T)	Fiscal Year Cost	\$2,321,320
Sec 5309 ID Number	NA	Total Project Cost	\$2,321,320
Amendment Date & Action		Trans. Dev. Credits to be Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2022

TxDOT Waco District		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$10,240
Apportionment Year	2022	State Funds from TxDOT	0
Project Phase	Planning	Other Funds	19,030
Brief Project Description	Planning Activities (T)	Fiscal Year Cost	\$29,270
		Total Project Cost	\$29,270
		Trans. Dev. Credits to be Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$381,200
Apportionment Year	2022	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	257,600
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$638,800
		Total Project Cost	\$638,800
		Trans. Dev. Credits to be Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$91,700
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$91,700
		Total Project Cost	\$91,700
		Trans. Dev. Credits to be Requested	\$18,340
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$12,370
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Capital Preventive Maintenance (T)	Fiscal Year Cost	\$12,370
		Total Project Cost	\$12,370
		Trans. Dev. Credits to be Requested	\$2,474
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date & Amount)	\$0

**KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2022

TxDOT Waco District YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$183,400
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Revenue Rolling Stock (T)	Fiscal Year Cost	\$183,400
		Total Project Cost	\$183,400
		Trans. Dev. Credits to be Requested	\$36,680
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,030
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Operations	Other Funds	0
Brief Project Description	Vehicle Rehab (T)	Fiscal Year Cost	\$1,030
		Total Project Cost	\$1,030
		Trans. Dev. Credits to be Requested	\$206
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Hill Country Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,030
Apportionment Year	2021	State Funds from TxDOT	0
Project Phase	Purchasing	Other Funds	0
Brief Project Description	Other, such as equipment for shop, communications, and surveillance, hardware & software, etc.(T)	Fiscal Year Cost	\$1,030
		Total Project Cost	\$1,030
		Trans. Dev. Credits to be Requested	\$206
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FINANCIAL SUMMARY

FY 2019-2022



Killeen-Temple Metropolitan Planning Organization Waco District -9
 FY 2019-2022 Transportation Improvement Program

Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$4,020,000	\$4,020,000	\$15,608,576	\$15,608,576	\$380,640	\$380,640			\$20,009,216	\$20,009,216
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$41,100,000	\$41,100,000	\$10,000,000	\$10,000,000					\$51,100,000	\$51,100,000
3	Non-Traditionally Funded Transportation Project	\$33,500	\$33,500	\$2,075,002	\$2,075,002					\$2,108,502	\$2,108,502
4	Statewide Connectivity Corridor Projects									\$0	\$0
5	CMQ									\$0	\$0
5 Flex	Mile21 Flex									\$0	\$0
6	Structures	\$1,400,000	\$1,400,000	\$5,530,000	\$5,530,000					\$1,400,000	\$1,400,000
7	Metro Mobility & Rehab	\$11,672,135	\$11,672,135	\$1,338,258	\$1,338,258	\$380,640	\$380,640			\$17,202,135	\$17,202,135
8	Safety	\$974,181	\$974,181	\$1,338,258	\$1,338,258					\$2,689,079	\$2,689,079
9	Enhancements			\$1,170,000	\$1,170,000					\$1,170,000	\$1,170,000
9 Flex	TAP	\$2,670,615	\$2,670,615			\$1,596,245	\$1,596,245			\$4,266,860	\$4,266,860
10	Supplemental Transportation			\$2,075,002	\$2,075,002					\$2,075,002	\$2,075,002
10 CBI	Corridor Border									\$0	\$0
11	District Discretionary									\$0	\$0
12	Strategic Priority									\$0	\$0
12C	Strategic Priority/RECON									\$0	\$0
12S	Strategic Priority/RECON									\$0	\$0
SBPE	Strategy Budget FE									\$0	\$0
SB 102	Strategy 102									\$0	\$0
Total		\$61,867,431	\$61,867,431	\$37,796,838	\$37,796,838	\$2,357,525	\$2,357,525	\$0	\$0	\$102,021,794	\$102,021,794

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	\$44,354,200	\$13,360,000	\$1,432,456	\$0	\$59,146,656
State	\$16,152,181	\$24,096,838	\$761,280	\$0	\$41,010,299
Local Match	\$1,327,550	\$340,000	\$163,789	\$0	\$1,831,339
CAT 3 - Local Contributions (LC)	\$33,500	\$0	\$0	\$0	\$33,500
CAT 3 - Prop 1					\$0
CAT 3 - Prop 7					\$0
CAT 3 - Prop 12					\$0
CAT 3 - Prop 14 Bonds					\$0
CAT 3 - Texas Mobility Fund					\$0
CAT 3 - Vertical Registration Fees - VFM					\$0
CAT 3 - RTR					\$0
CAT 3 - SH 121 Toll Revenue					\$0
CAT 3 - SH 161 Toll Revenue					\$0
CAT 3 - SH 130 Concession Revenue					\$0
CAT 3 - PTF					\$0
CAT 3 - Unique Federal Program - Tiger II					\$0
CAT 3 - TDC					\$0
Other - Section 5306					\$0
Other - Strategy FE Budget					\$0
Other - Strategy 102 Budget					\$0
Total	\$61,867,431	\$37,796,838	\$2,357,525	\$0	\$102,021,794

Transit Financial Summary
Hill Country Transit District
FY 2019-2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program Description	FY 2019			FY 2020			FY 2021		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$2,525,481	\$2,975,481	\$5,500,962	\$2,550,735	\$3,005,235	\$5,555,970	\$2,576,250	\$3,035,295	\$5,611,545
2 Sec. 5307 - Urbanized Formula <200K	\$1,279,942	\$1,621,463	\$2,901,405	\$1,292,740	\$1,637,680	\$2,930,420	\$1,305,670	\$1,654,055	\$2,959,725
3 Sec. 5339 - Bus & Bus Facilities	\$644,100	\$0	\$644,100	\$181,800	\$0	\$181,800	\$656,740	\$0	\$656,740
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$371,000	\$0	\$371,000	\$102,010	\$0	\$102,010	\$378,040	\$0	\$378,040
5 Sec. 5311 - Nonurbanized Formula	Programmend By PTN	\$0	\$0	Programmend By PTN	\$0	\$0	Programmend By PTN	\$0	\$0
6 Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 Other FTA (ARRA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13 Regionally Significant or Other (Cat 7/STP)	\$0	\$0	\$0	\$0	\$0	\$0	\$975,000	\$310,000	\$1,285,000
Total Funds	\$4,820,523	\$4,596,944	\$9,417,467	\$4,127,285	\$4,642,915	\$8,770,200	\$5,891,700	\$4,999,350	\$10,891,050
Transportation Development Credits									
To Request			\$203,020			\$56,762			\$206,956
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program Description	FY 2022			Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$2,602,000	\$3,065,650	\$5,667,650	\$10,254,466	\$12,081,661	\$22,336,127
2 Sec. 5307 - Urbanized Formula <200K	\$1,318,710	\$1,670,680	\$2,989,390	\$5,197,062	\$6,583,878	\$11,780,940
3 Sec. 5339 - Bus & Bus Facilities	\$185,460	\$0	\$185,460	\$1,668,100	\$0	\$1,668,100
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$104,070	\$0	\$104,070	\$955,120	\$0	\$955,120
5 Sec. 5311 - Nonurbanized Formula	Programmend By PTN	\$0	\$0	Programmend By PTN	\$0	\$0
6 Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
12 Other FTA (ARRA)	\$0	\$0	\$0	\$0	\$0	\$0
13 Regionally Significant or Other (Cat 7/STP)	\$0	\$0	\$0	\$975,000	\$310,000	\$1,285,000
Total Funds	\$4,210,240	\$4,736,330	\$8,946,570	\$19,049,748	\$18,975,539	\$38,025,287
Transportation Development Credits						
To Request			\$57,906			\$524,644
Awarded			\$0			\$0

APPENDICES

- APPENDIX A: FUNDING CATEGORIES
- APPENDIX B: GROUPED CANDIDATE PROJECT LISTING
- APPENDIX C: MPO SELF-CERTIFICATION
- APPENDIX D: EXTENDED PROJECT LISTING
- APPENDIX E: PUBLIC INVOLVMENT DOCUMENTATION

APPENDIX A: FUNDING CATEGORIES

This appendix includes a list and brief description of each category for transportation projects and programs used by the Texas Department of Transportation for distributing funds. These categories comply with federal transportation legislation to ensure that federal funds are applied to eligible projects.

FUNDING CATEGORIES

Texas Department of Transportation (TxDOT) Funding Categories:

1. **Preventive Maintenance and Rehabilitation:** Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems and ancillary traffic devices.
2. **Metropolitan and Urban Corridor Projects:** Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
3. **Non-Traditionally Funded Transportation Projects:** Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.
4. **Statewide Connectivity Corridor Projects:** Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those systems to major ports of entry on international borders and Texas water ports.
5. **Congestion Mitigation and Air Quality Improvement:** Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.
6. **Structures Replacement & Rehabilitation:** Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.
7. **Metropolitan Mobility & Rehabilitation:** Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.
8. **Safety:** Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.

- 9. **Transportation Alternatives Program:** Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.
 - 10. **Supplemental Transportation Projects:** Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.
 - 11. **District Discretionary:** Projects eligible for federal or state funding selected at the district engineer's discretion.
 - 12. **Strategic Priority:** Projects with specific importance to the state including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.
- DA Develop Authority:** Focuses on advanced planning activities. Specific projects selected by the districts in coordination with MPOs to ensure alignment with the MTP.

Federal Transit Administration Funding Categories:

- FTA 5307** Federal grant funds for transit projects in urbanized areas with a population of 50,000 or more persons.
- FTA 5310** Federal grant funds available to regional transit agencies to provide transportation services to the elderly and disabled (paratransit service).
- FTA 5311** State transit funds provided to rural transit providers for the purpose of supporting public transportation in rural areas with population of less than 50,000.

APPENDIX B: GROUPED CANDIDATE PROJECT LISTING

This appendix provides a list of individual projects/programs considered to be of inappropriate scale for individual listing in a given program year and is provided for informational purposes. Additional projects/programs may be identified that are not currently listed. Grouping allows efficient programming and reduces the need for revisions to the TIP. No added capacity type projects or phases of added capacity type projects are included.

FY2019

District:	Waco	County:	Bell
Highway:	SL 121	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	2502-01-015
Description:	Improve Traffic Signal		
Limits From:	@ Sparta Road	Fund Cat:	8
Limits To:	@ Sparta Road	Estimate:	\$110,096

District:	Waco	County:	Bell
Highway:	SH 195	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	0836-02-074
Description:	TOM Overlay		
Limits From:	FM 3470	Fund Cat:	1
Limits To:	Williamson County Line	Estimate:	\$2,600,000

District:	Waco	County:	Bell
Highway:	FM 1237	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	0752-02-017
Description:	Seal Coat		
Limits From:	SH 317	Fund Cat:	1
Limits To:	IH 35	Estimate:	\$250,000

District:	Waco	County:	Bell
Highway:	FM 3117	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	3157-01-010
Description:	Seal Coat		
Limits From:	US 190	Fund Cat:	1
Limits To:	SH 53	Estimate:	\$210,000

District:	Waco	County:	Coryell
Highway:	FM 1113	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	0724-05-010
Description:	Base Repair and Overlay		
Limits From:	FM 116	Fund Cat:	1
Limits To:	BU 190	Estimate:	\$262,647

District:	Waco	County:	Coryell
Highway:	FM 1113	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	1657-01-017
Description:	Base Repair and Overlay		
Limits From:	Grimes Crossing Rd	Fund Cat:	1
Limits To:	FM 116	Estimate:	\$697,353

District:	Waco	County:	Bell
Highway:	US 190	Let Date:	2019
KTMPO ID	G04-BR	CSJ:	0231-03-149
Description:	Replace Bridge and Approaches		
Limits From:	@ South Nolan Creek	Fund Cat:	6
Limits To:	(STR #021)	Estimate:	\$1,400,000

District:	Waco	County:	Bell
Highway:	SH 195	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	0836-02-075
Description:	Install Traffic Signal, Advanced Warning Signal and Signs		
Limits From:	@ Chaparral Rd	Fund Cat:	8
Limits To:	@ Chaparral Rd	Estimate:	\$317,974

District:	Waco	County:	Bell
Highway:	SH 317	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	0015-05-050
Description:	Improve and Interconnect Traffic Signals		
Limits From:	FM 93	Fund Cat:	8
Limits To:	0.25 MI S of FM 93	Estimate:	\$158,789

District:	Waco	County:	Bell
Highway:	SH 317	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	3980-04-074
Description:	Improve and Interconnect Traffic Signals		
Limits From:	FM 439	Fund Cat:	8
Limits To:	FM 93	Estimate:	\$384,322

FY2020

District:	Waco	County:	Bell
Highway:	SH201	Let Date	2021
KTMPO ID	G03-MT	CSJ:	3534-01-012
Description:	Mill/Inlay		
Limits From:	US 190	Fund Cat:	1
Limits To:	FM 3470	Estimate:	\$760,000

District:	Waco	County:	Bell
Highway:	FM 438	Let Date	2021
KTMPO ID	G03-MT	CSJ:	0835-01-028
Description:	Rehabilitate Roadway		
Limits From:	SL 363	Fund Cat:	1
Limits To:	FM 935	Estimate:	\$4,430,700

District:	Waco	County:	Bell
Highway:	FM 1123	Let Date	2021
KTMPO ID	G03-MT	CSJ:	1308-01-032
Description:	Thin Overlay Mixture (TOM)		
Limits From:	FM 436	Fund Cat:	1
Limits To:	SH 95	Estimate:	\$1,688,661

District:	Waco	County:	Bell
Highway:	SH 53	Let Date	2019
KTMPO ID	G03-MT	CSJ:	0184-03-038
Description:	Mill/Overlay		
Limits From:	SH 36	Fund Cat:	1
Limits To:	IH 35	Estimate:	\$945,707

District:	Waco	County:	Bell
Highway:	FM 436	Let Date:	2021
KTMPO ID	G03-MT	CSJ:	0231-16-034
Description:	Rehabilitate Roadway		
Limits From:	FM 95	Fund Cat:	1
Limits To:	US 190	Estimate:	\$1,730,250

District:	Waco	County:	Bell
Highway:	FM 2268	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	2136-01-021
Description:	Install Chevrons on Curve, Increase Superelevation		
Limits From:	0.1 MI W of FM 2268 Spur	Fund Cat:	1
Limits To:	Sumbera Rd.	Estimate:	\$171,661

District:	Waco	County:	Bell
Highway:	FM 2268	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	2136-01-021
Description:	Install Chevrons on Curve, Increase Superelevation		
Limits From:	0.1 MI W of FM 2268 Spur	Fund Cat:	8
Limits To:	Sumbera Rd.	Estimate:	\$171,661

District:	Waco	County:	Bell
Highway:	FM 2843	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	2870-01-010
Description:	Install Chevrons on Curve, Increase Superelevation		
Limits From:	0.6 MI W of Cedar Valley Rd	Fund Cat:	8
Limits To:	0.4 MI W of Cedar Valley Rd	Estimate:	\$470,847

District:	Waco	County:	Bell
Highway:	FM 2843	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	2870-01-010
Description:	Install Chevrons on Curve, Increase Superelevation		
Limits From:	0.6 MI W of Cedar Valley Rd	Fund Cat:	1
Limits To:	0.4 MI W of Cedar Valley Rd	Estimate:	\$470,847

District:	Waco	County:	Bell
Highway:	SH 195	Let Date:	2019
KTMPO ID	G06-SA	CSJ:	0836-02-025
Description:	Safety Lighting		
Limits From:	Hallmark Ave	Fund Cat:	8
Limits To:	Jasper Rd	Estimate:	\$695,750

District:	Waco	County:	Bell
Highway:	SH 195	Let Date:	2019
KTMPO ID	G03-MT	CSJ:	0836-02-025
Description:	Safety Lighting		
Limits From:	Hallmark Ave	Fund Cat:	1
Limits To:	Jasper Rd	Estimate:	\$695,750

District:	Waco	County:	Bell
Highway:	IH 35	Let Date:	2020
KTMPO ID	G03-MT	CSJ:	0015-14-126
Description:	Mill and PFC Overlay		
Limits From:	US 190	Fund Cat:	1
Limits To:	LP 363	Estimate:	\$4,000,000

District:	Waco	County:	Bell
Highway:	FM 439	Let Date:	2020
KTMPO ID	G03-MT	CSJ:	0836-03-065
Description:	Seal Coat		
Limits From:	FM 3219	Fund Cat:	1
Limits To:	FM 2271	Estimate:	\$715,000

District:	Waco	County:	Bell
Highway:	FM 1741	Let Date:	2019
KTMPO ID	T40-12	CSJ:	1835-02-059
Description:	Construction of sidewalks to fill in gaps		
Limits From:	West Avenue A	Fund Cat:	10
Limits To:	Blue Meadow Dr	Estimate:	\$2,075,002

District:	Waco	County:	Bell
Highway:	FM 1741	Let Date:	2019
KTMPO ID	T40-12	CSJ:	1835-02-059
Description:	Construction of sidewalks to fill in gaps		
Limits From:	West Avenue A	Fund Cat:	3
Limits To:	Blue Meadow Dr	Estimate:	\$2,075,002

FY2021

District:	Waco	County:	Bell
Highway:	FM 439	Let Date:	2020
KTMPO ID	G03-MT	CSJ:	0836-03-063
Description:	Install Chevron on Curve, Increase Superelevation		
Limits From:	1.654 MI E of FM 93	Fund Cat:	1
Limits To:	1.894 MI E of FM 93	Estimate:	\$179,125

District:	Waco	County:	Bell
Highway:	FM 439	Let Date:	2020
KTMPO ID	G06-SA	CSJ:	0836-03-063
Description:	Install Chevron on Curve, Increase Superelevation		
Limits From:	1.654 MI E of FM 93	Fund Cat:	8
Limits To:	1.894 MI E of FM 93	Estimate:	\$179,125

District:	Waco	County:	Bell
Highway:	FM 2268	Let Date:	2020
KTMPO ID	G03-MT	CSJ:	2136-01-022
Description:	Install Chevrons on Curve, Increase Superelevation		
Limits From:	Lily Lane	Fund Cat:	1
Limits To:	Shepherd Lane	Estimate:	\$201,515

District:	Waco	County:	Bell
Highway:	FM 2268	Let Date:	2020
KTMPO ID	G06-SA	CSJ:	2136-01-022
Description:	Install Chevrons on Curve, Increase Superelevation		
Limits From:	Lily Lane	Fund Cat:	8
Limits To:	Shepherd Lane	Estimate:	\$201,515

FY2022

No projects planned at this time.

APPENDIX C: MPO SELF-CERTIFICATION

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Killeen-Temple Metropolitan Planning Organization for the Killeen and Temple urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) 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;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Stan Swiatek, P.E.
Waco District
Texas Department of Transportation

Waco District Engineer

Date

Marion Grayson
Metropolitan Planning Organization
Policy Board Chairperson

Chairperson

Date

Elias Rmeili, P.E.
Brownwood District
Texas Department of Transportation

Waco District Engineer

Date

APPENDIX D: EXTENDED PROJECT LISTING

This appendix contains a list of projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current TIP in order to facilitate the feasibility and PE/EA phases.

**EXTENDED PROJECT LISTING
 KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
 TRANSPORTATION IMPROVEMENT PROGRAM**

District:	Waco	County:	Bell
Highway:	US190	Let Date:	2022
KTMPO ID:	W40-05	CSJ:	0231-04-060
Description:	Widen main lanes from 4 to 6 lane divided freeway and ramp alignments		
Limits From:	FM 2410 in W Belton		
Limits To:	IH 35	Estimate:	\$35,000,000

District:	Waco	County:	Bell
Highway:	Loop 121	Let Date:	2021
KTMPO ID:	W40-04a	CSJ:	2502-01-017
Description:	Widen from two to four lane divided roadway with raised median		
Limits From:	FM 439		
Limits To:	IH 35	Estimate:	\$5,100,000

District:	Waco	County:	Bell
Highway:	Loop 121	Let Date:	2022
KTMPO ID:	W40-04b	CSJ:	
Description:	Widen from two to four lane divided roadway with bike/ped improvements		
Limits From:	IH 35		
Limits To:	FM 436	Estimate:	\$6,000,000

APPENDIX E: PUBLIC INVOLVEMENT DOCUMENTATION

This appendix provides a synopsis of the public participation process.

Public Involvement Documentation

In accordance with federal legislation and regulations, and as part of the transportation planning process, the public was invited to review and comment on the proposed KTMPO FY 2019-2022 TIP. The KTMPO made this document available for public review on the KTMPO website (www.ktmpo.org) and at the Central Texas Council of Governments building lobby for a 30-day comment period of March 17 through April 15, 2018.

The KTMPO conducted two public forums on April 10, 2018 to allow the public to review and comment on the proposed KTMPO FY 2019-2022 TIP. These hearings were held at the following locations:

Public Forum #1

Copperas Cove Police Station
302 E. Avenue E
Copperas Cove, TX
12:00pm

Public Forum #2

Central Texas Council of
Governments 2180 N. Main Street
Belton, TX 76513
5:00pm

**Item 9:
2045 Metropolitan
Transportation Plan
Project Selection and Scoring
Process**

**2045 Metropolitan Transportation Plan (MTP) Project Selection,
Submission and Scoring Process**

KTMPO's Metropolitan Transportation Plan (MTP) is developed through a continuing, cooperative, and comprehensive regional planning process and identifies needs, financial resources, and priorities for the KTMPO area. The MTP is required to be updated every 5 years, with the next update to occur May 2019.

In order to adhere to the 2045 MTP update schedule, staff would like to finalize the scoring criteria, project submission and project scoring process in April.

Staff recommends the following scenario for this process:

- Use the same scoring criteria from the 2016 MTP Reprioritization;
- Keep legacy projects and submit new projects only;
- Use subjective scores from 2016 Reprioritization and score new projects only.

Entities may revise past projects if desired. Any entity that wishes to withdraw a legacy project may do so in writing.

The consensus on March 7, 2018, was that TAC supported the above staff recommendations regarding legacy projects and scoring criteria with minor revisions to the weighting of objective scores that would not require resubmission of legacy projects. The subjective scoring process will be further discussed at the April meeting.

Staff is also requesting feedback from the TAC on the following topics:

- Regarding project scoring, does TAC prefer to conduct subjective scoring on their own or during a meeting?
- Should legacy projects receive a set bonus points? (In current scoring criteria, a project may receive up to 5 bonus points.)
- Is 8 weeks sufficient for project submission?

Again, the subjective scoring process will be further discussed at the April meeting along with bonus points received for legacy projects. The TAC indicated that 8 weeks should be a sufficient timeframe for project submission.

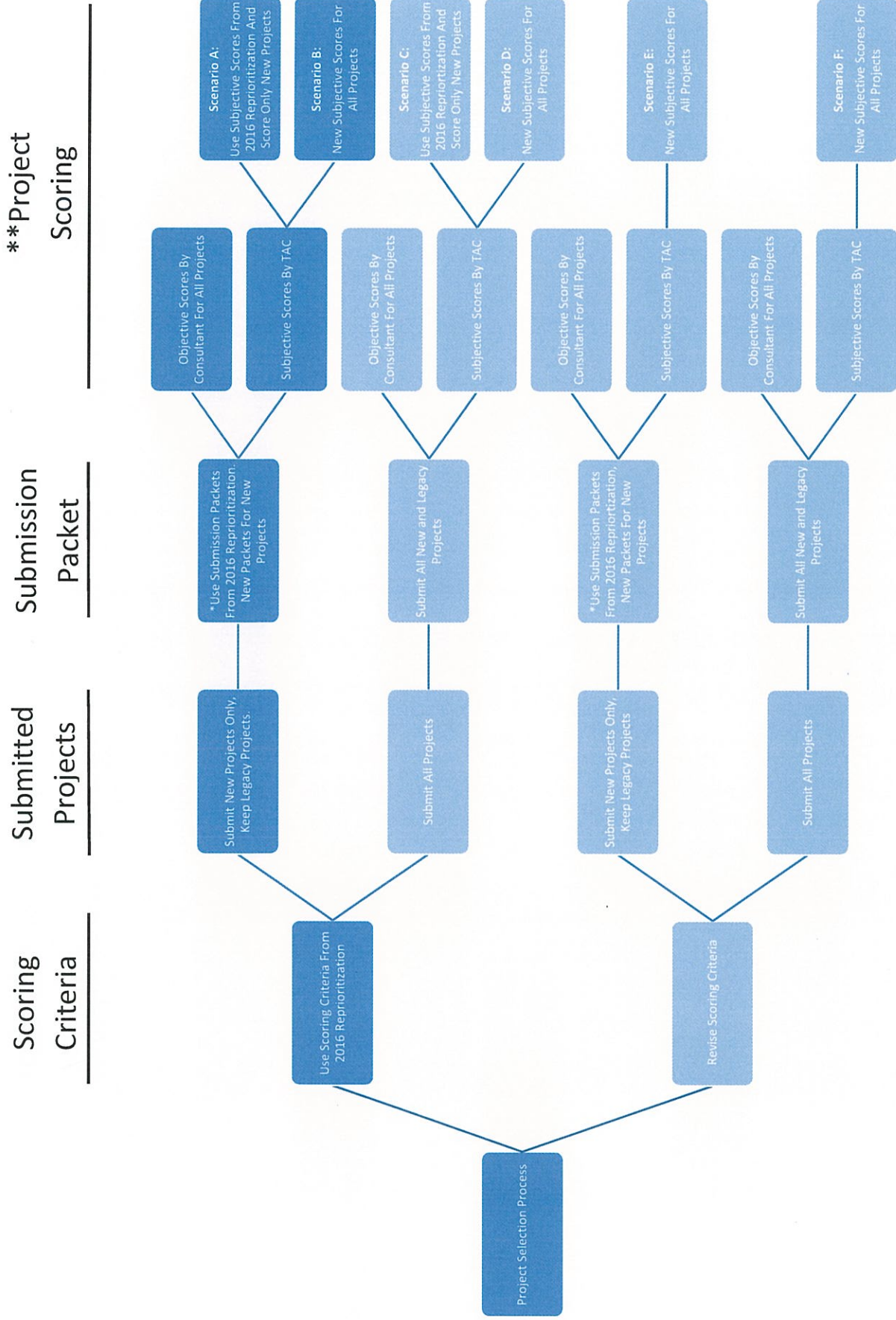
All of the above processes and questions for feedback will be presented again and approved in April.

A tentative MTP Update schedule is provided below:

February 2018	Discuss public workshops; Discuss fiscal constraint (TRENDS model), project submission forms, project scoring process, and project selection process.
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March 2018	Discuss project selection, submission and scoring process; Present TRENDS scenarios for fiscal constraints; Update on public workshops schedule.
April 2018	Public Workshops; Present revised project selection, submission, scoring process from March meetings; Recommendation and approval of project selection, submission, and scoring process, if ready; Approval of fiscal constraint option.
May 2018	Presentation of Public Workshop Results; Prepare for Call for Projects.
May 2018	Task Order for Consultant to conduct objective scores.
June 2018	Prepare for Call for Projects.
July 1, 2018	Open Call for Projects.
August 2018	Midpoint review of draft chapters with TAC and Policy Board.
August 31, 2018	Call for Projects submission deadline.
Late Sept/Early Oct	Project Bus Tour.
October 2018	TAC conducts subjective scoring on their own (3– 4 weeks).
November 2018	Presentation of scoring results; Discussion and project prioritization.
January 2019	TAC and Policy Board review of Draft 2045 MTP.
March 2019	Public involvement process for Draft 2045 MTP.
May 2019	Adoption of 2045 MTP.

Action Needed: For discussion only.



*If needed, submission packet from 2016 may be revised.

**All scenarios include both objective and subjective criteria; 83 projects are currently not funded in the current MTP listing.

KTMPO Project Scoring Process

The Project Selection Process fulfills several needs in the metropolitan planning process. In order to spend federal dollars on local transportation projects and programs, a metropolitan area must have a long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). Federal and State regulations require both of these documents to be performance-based and financially constrained. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The MTP is a long-range plan, normally 20 to 25 years, which outlines the long-term goals for the region's transportation system. The MTP includes a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three component project lists: a short range plan, a long range plan, and a regionally significant-unfunded plan.

Fiscal constraint means that the cost of those projects selected for inclusion in the MTP's planning horizon must reasonably match the expected funding levels for that time period. The cost of those projects included in the 10 year short range plan cannot exceed projected funding available during that 10 year period. Projects that are advanced to the four-year TIP have received dedicated funding. Because of the limited resources available, a process is needed to evaluate and score projects.

Once projects have been scored according to the procedures set forth in the remainder of this document, they will be placed in the financially constrained component project lists of the MTP based on projected funding levels for the MTP planning horizon, the project's score, and the project's implementation timeline (readiness). When fiscal constraint for the MTP planning horizon is reached, the remaining projects will be placed in the regionally significant-unfunded section of the MTP.

Project Selection Process

The KTMPO Project Selection Process consists of 4 steps:

1. Call for Projects and project submission to KTMPO
2. Project Review and Evaluation
3. KTMPO Technical Advisory Committee Recommendation
4. KTMPO Transportation Planning Policy Board Review and Approval

The following is a detailed discussion of these steps and their processes.

Step 1: Call for Projects and Project Submission to KTMPO

In coordination and cooperation between KTMPO staff and TxDOT, a call for projects will be sent to all participants in the KTMPO area. KTMPO member organizations wishing to submit projects to KTMPO staff can do so by completing the KTMPO 2040 MTP Project Nomination Form by the deadline.

All projects submitted to KTMPO will be reviewed by staff to ensure that they are responsive to all the project call. Projects which are non-responsive will be returned to the submitting member with notes to enable them to update and re-submit their project. Any re-submittals must still meet the original project submission deadlines. All projects which are evaluated as responsive and containing all the required information will proceed to the scoring process.

- The criteria for evaluating a project submission as responsive or non-responsive are:
- The project submittal must include a signed assurance that any and all TxDOT/FHWA deadlines will be met and needed contracts will be signed.
- The project submittal must include project readiness status and describe any issues with timing, staging, funding, or coordination with other projects that impact whether this project is best implemented in the immediate timeframe or at some other short-term or long-term time. The member's preferred year of implementation for the project should be listed.
- The project submittal must include a brief narrative stating how it addresses the overall vision of developing a fully-integrated, multimodal transportation system for people and freight, and how it addresses applicable KTMPO long-range goals adopted in the MTP:
 - Accessibility & Mobility
 - Infrastructure Condition
 - Environmental Sustainability
 - Reliability
 - Economic Vitality & Freight Movement
 - Safety
 - Regional Coordination

- The project submittal must include a brief purpose and needs statement. The document must address the following:
 - Describe the primary issue which requires correction or enhancement and describe how the project will address the issue.
 - Describe reasonable alternative approaches to the issue, if any, and why the proposed project is the best alternative.
- Each member may submit an unlimited number of projects for evaluation. All projects submitted by the member must be given a preferred order of selection. Members' project preference order is given points under the Local Priority evaluation criteria.
- Local support for the project, both "official" support from the submitting member and "unofficial" support from other agencies and the general public, is an important evaluation criteria. The submitting member should provide brief documentation on the local support for each project.
- Each submitted project must also include, if applicable:
 - Reference the plans, if any, that include the project and MPO ID if in the MTP
 - Indicate the applicable scoring track
 - Map of project clearly showing the project location and limits
- A brief narrative of how the submitted project addresses each of the subjective scoring criteria.

Step 2: Project Review and Evaluation

The overall vision of KTMPPO as outlined in the 2040 MTP is to develop a fully-integrated, multimodal transportation system for people and freight. KTMPPO actively seeks to promote projects to develop and support transportation choices in the region, including transit and active transportation modes.

In evaluating eligible transportation projects, the different scopes, characters, and operating characteristics of the various modes and project types are apparent. These are so distinctly different that it would be impossible to develop a single process which would support a fair and comprehensive evaluation of all the different projects. Project evaluation and scoring therefore follows two distinct tracks:

- Road Track, for evaluation of projects primarily addressing roads and bridges.
- Transportation Choices and Livability Track, to provide a fair evaluation of bicycle and pedestrian projects and of projects dealing with environmental and quality of life issues.

Each evaluation track contains objective and subjective criteria. Each track is customized to contain the criteria and weights most appropriate to their transportation modes, but each also contains common criteria and evaluation points for the categories of:

- Linkage to the MTP or Other Relevant Regional Plans, with a maximum of 15 points given for a project's linkage to current planning documents.
- Local Priority and Support, with a maximum of 10 points given for a project's listing in the submitting member's list of preferences and documented local support.
- Project Scope, with a maximum of 35 points given for a project's contributions to local benefits and livability.

Step 3: KTMPO Technical Advisory Committee Recommendation

The KTMPO Technical Advisory Committee will review all the project submittals which are evaluated as responsive and complete and which are forwarded to them by KTMPO staff. Their evaluation will follow the defined project review and evaluation process, which will feature the following steps:

Step 1: Projects will have already received scores for all objective criteria from KTMPO staff. TAC members may question any project's objective score for any criteria. KTMPO staff will provide documentation of all scores which they assign. The TAC will have the final decision on any objective project score, if, after consulting with KTMPO Staff, a dispute still exists.

Step 2: Subjective criteria for all projects will be scored by the TAC following the selection criteria.

Step 3: As projects are scored, the TAC may discuss individual projects' scoring together and highlight any projects for consideration of bonus points. The assignment of bonus points is intended to provide flexibility for special situations and to provide better documentation and transparency for the normal give-and-take inherent to any process involving subjective scoring. The assignment of bonus points is subject to specific criteria:

- The project must have some prominent characteristic which is not adequately covered by the selection criteria. A project to correct for unintended consequences or to fine-tune the performance of a previously constructed project would also qualify for this criteria.
- The characteristic must have a regional benefit.
- The reasoning for the assignment of bonus points must be discussed openly, and must be documented.

A bonus score of 1 to 5 points may be added to any project by the TAC with a simple majority vote.

Step 4: Each project's total score will be calculated within its particular evaluation track of Road Track or Transportation Choices and Livability Track.

Step 5: All projects will then be placed in order from the highest to the lowest score within their respective evaluation tracks. From this rank ordering, projects will be placed in one of the MTP's three project listing components. The first ten years' worth of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the short-range listing of projects to be placed in the TIP during the next ten years. The remaining ten years

of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the long-range listing. All other projects will be placed on the regionally significant-unfunded listing.

The balancing of project by scoring and by available funding will consider the submitting members' narratives of their preferred implementation year and availability of local support funding.

Once the Project Review and Evaluation Process is complete, the TAC will forward a recommendation for the three project listing components of the MTP to the KTMPO Transportation Planning Policy Board for their review and approval.

Step 4: KTMPO Transportation Planning Policy Board Review and Approval

The KTMPO Transportation Planning Policy Board (TPPB) will review and may accept, or by consensus, revise candidate projects for inclusion in the three project listing components of the MTP. If the TPPB chooses to reject the recommendation of the TAC, the project listing may be returned to them for further review and evaluation. If the TPPB adopts the TAC recommendation and funding is available, those components will then be incorporated into the MTP.

Road Evaluation Track

1 Congestion

0 to 10 points each; 30 points maximum—Objective

Scoring is based on current and forecast LOS and the change in LOS from the forecast build to the forecast no-build condition. Forecast conditions for the year 2040 are estimated by the travel demand model, and current conditions are estimated by the 2010 model. New construction road projects are also to be input into the 2010 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. A forecast improvement in LOS means that the project reduces congestion, so a project which shows a greater improvement in LOS will score better. This is an objective model-based criteria.

Present LOS		No Build LOS		Build vs No Build	
A	0 points	A	0 points	No change	0 points
B	1 point	B	1 point	LOS increase by 1 letter	5 points
C	4 points	C	4 points		
D & E	7 points	D & E	7 points	LOS increase by more than 1 letter	10 points
F	10 points	F	10 points		

2 Traffic

2 to 30 points

This criteria considers the current and forecast traffic volume in three parts: Average Annual Daily Traffic (AADT), peak hour traffic flow, and network connectivity.

Part A: Average Annual Daily Traffic (AADT)

2 to 20 points—Objective

The scoring criteria for AADT consider both the existing and the forecast traffic volumes, with points adding to a cumulative total. Forecast conditions for the year 2040 are estimated by the travel demand model, and current conditions are estimated by the 2010 model. New construction road projects are also to be input into the 2010 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. The score for this criteria is the cumulative value of the current and forecast AADT points. Roads with higher traffic tend to have greater regional significance, so projects with higher traffic will score better. This is an objective criteria based on model-based estimates of AADT.

AADT	Current AADT	Forecast AADT
70,000 +	10 points	10 points
60,000 - 69,999	8 points	8 points
40,000 - 59,999	6 points	6 points
20,000 - 39,999	4 points	4 points
10,000 - 19,999	2 points	2 points
< 10,000	1 point	1 point

Part B: Peak Period Traffic Flow

0 to 5 points—Objective

This criteria considers the project's ability to reduce peak period traffic congestion and its ability to provide connectivity to defined special traffic generators. The defined special generators are sites, typically with high concentrations of employment, which generate high levels of traffic in the

peak period. Projects which connect to multiple special generators would have a greater ability to reduce peak period traffic, and so would score higher.

A list of special traffic generators for the Road Track is in the Appendix.

This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part C: Network Connectivity

0 to 5 points—Subjective

The connectivity of the network determines the ease of movement from origin to destination and the alternative routes available to bypass congestion. This criteria measures how well the project improves that connectivity. Scores are subjective and cumulative. A project is scored for either closing a physical gap (in two categories for collector or arterial or higher streets), or for closing a gap in the number of lanes (in two categories for collector or arterial or higher streets). In addition, a project also receives points for closing a gap in multimodal connectivity or providing support for other modes' operations. A project closing a physical gap and closing a gap in multimodal connectivity therefore has a maximum of 5 points, and a project closing a gap in the number of lanes and closing a gap in multimodal connectivity has a maximum of 4 points. This is a subjective criteria.

	Points
Closes a gap for an arterial or higher	0 to 3 points
Closes a gap for a collector street	0 to 2 points
Closes a gap in the number of arterial lanes	0 to 2 points
Closes a gap in the number of collector lanes	0 to 1 point
Closes a gap in multimodal connectivity	0 to 2 points

3 Safety

0 to 5 points; 10 points maximum

This criteria is used to identify safety problem areas and to support projects which will impact the number and severity of traffic-related crashes. There are two parts to the criteria: the five-year rolling average fatality rate, and the five-year rolling average serious injury rate.

Part A: Fatality Rate

0 to 5 points—Objective

This criteria measures the project location's number of fatalities per 100 million vehicle miles travelled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates. This criteria is objective.

	Points
Over 15% higher than statewide fatality rate	5 points
Up to 15% higher than statewide fatality rate	3 points
Up to 10% higher than statewide fatality rate	2 points
Same as statewide fatality rate	1 point
Lower than statewide rate	0 points

Part B: Serious Injury Rate

0 to 5 points—Objective

This criteria flags the facility’s average serious injury rate during a rolling 5-year period. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates. This criteria is objective.

	Points
Over 20% higher than statewide serious injury rate	5 points
Up to 20% higher than statewide serious injury rate	3 points
Up to 15% higher than statewide serious injury rate	2 points
Same as statewide serious injury rate	1 point
Lower than statewide rate	0 points

4 Linkage to MTP or Other Plan

0 to 15 points—Objective

This criteria references the project’s inclusion in the current MTP or other plans. This criteria demonstrates a project’s history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
Lies on a corridor from the Congestion Management Process	4 points
Conforms to the Regional Thoroughfare Plan or other plan	4 points
In the current MTP long-range list	3 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

5 Local Priority & Support

0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority

1 to 5 points—Objective

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support

0 to 5 points—Subjective

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member’s documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope

0 to 5 points each; 35 points maximum

Part A: Scope of Benefit

1 to 5 points—Subjective

A submitting member’s narrative, in addition to the project’s model-based traffic changes, should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project’s geographic scale, functional class of the project roadway and connecting roadways, and the roadway’s significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages

0 to 5 points—Subjective

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project’s impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to “avoid, minimize, or mitigate” their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes historic bridges and structures and known sites of archaeological interest.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPO. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member’s documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	3 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development & Freight Movement

0 to 5 points—Subjective

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also support freight movements through providing access to industrial areas and to freight handling facilities. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member’s narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports freight movements	0 to 2 points
Supports economic activity	0 to 1 point

Part D: Multimodal Support

0 to 5 points—Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. Projects may also receive points for features which promote or accommodate other modes’ operations or facilities, or improve the safety of other modes’ interaction with the road network. This is a subjective criteria that will be scored based on the submitting member’s documentation.

	Points
Supports 3 or more additional modes	5 points
Supports 2 additional modes	3 points
Supports 1 additional mode	1 point
Supports only the highway mode	0 points

Part E: Security & Resilience

0 to 5 points—Subjective

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites include fire stations, hospitals, police stations, designated shelters, and locations where emergency response vehicles or equipment are stored.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member’s documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2 points

Part F: Transportation Enhancements & Livability

0 to 5 points—Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criteria continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part G: Sustainability

0 to 5 points—Subjective

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Transportation Choices and Livability Evaluation Track

1 Connectivity & Service Gaps 0 to 5 or 0 to 10 points each; 40 points maximum

Part A: Peak Period Traffic Flow 0 to 5 points—Objective

The connectivity of the transportation system to regional needs is measured in terms of defined high-volume traffic generators or other significant activity centers, including government offices, shopping areas, medical care, and schools. Projects establishing or enhancing connections to these defined special generators score higher. This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part B: Eliminates Barriers 0 to 15 points—Subjective

This criteria evaluates how a project addresses the barriers to active transportation which were identified in the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan. Barriers are defined in terms of movements crossing a facility, not travel on it. The categories of barriers include, but not limited to:

- Crossings of grade-separated arterials
- Crossings of multilane arterials with at-grade intersections
- Bridge crossings at overpasses and water features
- Railroad track crossings

Examples of barriers reference the Regional Thoroughfare and Pedestrian/Bicycle Plan. The Appendix also lists the special traffic generators for the Transportation Choices and Livability Track. This is a subjective criteria.

	Weight
Eliminates barrier in the bike/ped network	0 to 5 points
Eliminates barrier in the EJCOC	0 to 5 points
Eliminates barrier within 1 mile of a special generator	0 to 5 points

Part C: Active Transportation Network Connectivity 0 to 10 points—Subjective

The connectivity within the active transportation network and its connectivity to other modes is measured in terms of how a project can close a gap in the network or in the network’s connections to other modes. Network gaps are to be defined with reference to the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan’s defined active transportation network. Note that new connections to other modes are a separate issue evaluated under the project scope; this criteria is to evaluate projects which address gaps in the existing network. This is a subjective criteria.

	Points
Closes a gap in the active transportation network	0 to 5 points
Closes a gap in intermodal connectivity	0 to 5 points

Part D: Addresses a Documented Need

0-10 points—Subjective

As part of the narrative submitted for a project, the member should document how active transportation needs have defined the project. The narrative should describe how the submitted project will address the referenced needs. This is a subjective criteria.

	Points
Documented need in EJCOC	0 to 5 points
Documented need in region	0 to 5 points

2 Access to Jobs

0 to 10 points each; 15 points maximum—Subjective

This criteria evaluates a project based on how well it supports active transportation facilities which enhance the connection to employment opportunities. Projects focused on Environmental Justice Communities of Concern can score higher. This is a subjective criteria.

	Points
Provides access to jobs in EJCOC	0 to 10 points
Provides access to jobs in region	0 to 5 points

3 Safety

0 to 5 points each; 20 points maximum—Objective and Subjective

This criteria rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network. This criteria is scored cumulatively with four different criteria of up to 5 points each. The first three criteria are subjective, and the fatality & serious injury rates scoring is objective.

	Points
Provides an exclusive path on an arterial	0 to 5 points
Provides a connection to a school	0 to 5 points
Enhances areas with identified hazards	0 to 5 points
Fatality & serious injury rate	0 to 5 points

Part A: Exclusive Path

0 to 5 points—Subjective

An exclusive path is defined as being separated from vehicular traffic with a physical barrier such as bollards, curbs, landscaped areas, or on-street parking. Projects on roads with a functional class of minor arterial or higher in the KTMPO Regional Thoroughfare Plan are eligible for these points.

Part B: Connection to a School

0 to 5 points—Subjective

Projects which enhance safety on facilities which directly connect to a school should score higher.

Part C: Enhances Areas with Identified Hazards

0 to 5 points—Subjective

Identified hazards include, but are not limited to, locations with five or more documented crashes between pedestrians or bicycles and other transportation modes within the past five-year period.

Other hazards include physical and operational conditions which would contribute to safety issues, such as stormwater grate designs which do not trap bicycle tires, new pedestrian signals, mid-block crossings, or pedestrian refuge islands.

Part D: Fatality and Serious Injury Rates

0 to 5 points—Objective

This criteria flags an adjacent road facility’s average fatality and serious injury rates for active transportation users during a rolling 5-year period. The higher of the fatality rate or the serious injury rate should be used for comparison to the statewide rate. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates.

	Points
Over 20% higher than statewide rate	5 points
Up to 20% higher than injury rate	3 points
Up to 15% higher than statewide rate	2 points
Same as statewide rate	1 point
Lower than statewide rate	0 points

4 Linkage to MTP or Other Plan 0 to 7 points each; 15 points maximum—Objective

This criteria references the project’s coordination with the current MTP, the Regional Thoroughfare and Pedestrian/Bicycle Plan, or other regional plans. This criteria demonstrates a project’s history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
In the current Regional Thoroughfare and Pedestrian/Bicycle Plan or other plan	5 points
Lies on a corridor from the Congestion Management Process	3 points
In the current MTP long-range list	2 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

5 Local Priority & Support

0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority

1 to 5 points—Objective

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the

evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support

0 to 5 points—Subjective

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member’s documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope

0 to 5 points each; 35 points maximum

Part A: Scope of Benefit

1 to 5 points—Subjective

A submitting member’s narrative should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project’s geographic scale, functional class of the project roadway (if the active transportation project is adjacent to a roadway) and connecting roadways, and the roadway’s significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages

0 to 5 points—Subjective

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project’s impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to “avoid, minimize, or mitigate” their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes known sites of archaeological interest.

Environmental Justice Communities of Concern (EJCOC) are defined by KTMPO. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member’s documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	1 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development

0 to 5 points—Subjective

Active transportation projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member’s narrative.

	Points
Supports creation of new permanent jobs	0 to 3 points
Supports economic activity	0 to 2 points

Part D: Multimodal Support

0 to 5 points—Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on how it accommodates or connects to additional modes. Example linkages include connections from active transportation projects to road and transit facilities or networks. Connections may include paths connecting to transit and bike racks on buses. Projects may also receive points for features which promote or accommodate active transportation operations or facilities as they interact with other modes, or improve the safety of their interaction with other modes. This is a subjective criteria that will be scored based on the submitting member’s documentation.

	Points
Supports 2 or more additional modes	5 points
Supports 1 additional mode	3 points
Supports 2 active transportation modes	2 points
Supports only one active transportation mode	1 point

Part E: Security & Resilience

0 to 5 points—Subjective

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project’s score under this criteria may consider facilities lying on an evacuation corridor or facilities which provide access to an evacuation corridor or emergency services site.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites relevant to active transportation modes include access to hospitals and designated shelters.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member’s documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2 points

Part F: Transportation Enhancements & Livability

0 to 5 points—Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criteria continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring is cumulative to a maximum of 5 points. Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part G: Sustainability

0 to 5 points--Subjective

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

**Item 10:
2045 Metropolitan
Transportation Plan
Fiscal Constraint**

2045 Metropolitan Transportation Plan (MTP) Fiscal Constraints

As a requirement, the 2045 Metropolitan Transportation Plan (MTP) has to be fiscally constrained. For the 2040 MTP update, staff used Texas Transportation Institute's (TTI) Transportation Revenue Estimator and Needs Determination or TRENDS. The TRENDS Model is designed to provide transportation planners, policy makers, and the public with a tool to forecast revenues and expenses for the Texas Department of Transportation (TxDOT) for the period 2012 through 2050. A user can control a number of scenarios related to assumptions regarding statewide transportation needs, population growth rates, fuel efficiency, inflation rates, taxes, fees and other elements. By running different scenarios, the model provides the user with estimated future transportation funds.

Staff have prepared two options to calculate estimated transportation funds:

- Option #1 uses the same inputs as decided for the 2040 MTP update.
- Option #2 uses the same inputs as decided for the 2040 MTP update in addition to new inputs developed by TTI since the previous MTP update. These added inputs are highlighted under Option #2.

Staff recommends utilizing Option #1 with the baseline scenario for the Short Range Plan and medium scenario for the Long Range Plan.

Staff requested feedback from TAC on which funding scenario under Option #1 or Option #2 to use to demonstrate fiscal constraint for the 2045 MTP. Each option is hypothetical, scenarios may not reflect actual policy-based decisions during select years, and that future funding is estimated and may not reflect actual funding received.

The consensus on March 7, 2018 was that TAC supported staff recommendation of utilizing Option #1 with baseline and medium scenarios for Short and Long Range Plans, respectively.

Staff plans to present fiscal constraint options again in April for final discussion and approval.

A tentative MTP Update schedule is provided below:

February 2018	Discuss public workshops; Discuss fiscal constraint (TRENDS model), project submission forms, project scoring process, and project selection process.
March 2018	Discuss project selection, submission and scoring process; Present TRENDS scenarios for fiscal constraints; Update on public workshops schedule.
April 2018	Public Workshops; Present revised project selection, submission, scoring process from March meetings; Recommendation and approval of project selection, submission, and scoring process, if ready. Approval of fiscal constraint option.

May 2018	Presentation of Public Workshop Results; Prepare for Call for Projects.
May 2018	Task Order for Consultant to conduct objective scores.
June 2018	Prepare for Call for Projects.
July 1, 2018	Open Call for Projects.
August 2018	Midpoint review of draft chapters with TAC and Policy Board.
August 31, 2018	Call for Projects submission deadline.
Late Sept/Early Oct	Project Bus Tour.
October 2018	TAC conducts subjective scoring on their own (3– 4 weeks).
November 2018	Presentation of scoring results; Discussion and project prioritization.
January 2019	TAC and Policy Board review of Draft 2045 MTP.
March 2019	Public involvement process for Draft 2045 MTP.
May 2019	Adoption of 2045 MTP.

Action Needed: For discussion only.

Option #1: Same Outputs as 2040 MTP Update



Baseline

Low

Medium

High (Local Option)

SCENARIO

State Population Growth Rate

Low

Low

Low

High

Fuel Efficiency

Average

High

Average

Low

TxDOT Maintenance Standards by 2035

Current TxDOT Scenario

Current TxDOT Scenario

80% good or better condition

90% good or better condition

FEDERAL AND STATE OPTIONS

State Gas Tax

No Increase

\$0.02 increase in 2025 and \$0.05 in 2035

\$0.06 increase in 2025 and 2035

\$0.10 increase in 2025 and 2035.

State Diesel Tax

No Increase

\$0.02 increase in 2025 and \$0.05 in 2035

\$0.06 increase in 2025 and 2035

\$0.10 increase in 2025 and 2035.

Federal Gas Tax

No Increase

\$0.02 increase in 2025 and \$0.05 in 2035

\$0.06 increase in 2025 and 2035

\$0.10 increase in 2025 and 2035.

Federal Diesel Tax

No Increase

\$0.02 increase in 2025 and \$0.05 in 2035

\$0.06 increase in 2025 and 2035

\$0.10 increase in 2025 and 2035.

TX Rate of Return on Federal Funds

Default (85%)

90%

95%

100%

Indexing the Gas Tax to CPI

No

No

Yes in 2035

Yes in 2025

% of State Gas Tax Increase to Transportation

Default (75%)

80%

85%

90%

Vehicle Registration Fees Increase

No Increase

\$5 in 2025

\$15 in 2025

\$25 in 2025

State Vehicle Mile Traveled Tax

No

No

No

\$0.001 per mile in 2025 and 2035 (\$1 per 1,000 mi)

Add New Capacity Dollars

No

No

No

\$5 Billion in 2035

LOCAL OPTIONS				
Local Option Gas Tax	None	None	None	\$0.10 increase in 2030
Local Option Diesel Tax	None	None	None	\$0.10 increase in 2030
Local Option Vehicle Registration Fee	None	None	None	\$10 increase in 2030
Local Option Vehicle Mile Traveled Tax	None	None	None	\$0.001 per mile in 2035 (\$1 per 1,000 mi)
Revenue (In Millions)				
Baseline Scenario				
	Short Range ¹	Long Range ²	Total	
Category 2	\$0.00	\$0.00	\$0.00	
Category 7	\$39.20	\$71.90	\$111.10	
Category 9	\$5.00	\$9.30	\$14.30	
Category 11	\$5.30	\$10.20	\$15.50	
Total	\$49.50	\$91.40	\$140.90	
Low Scenario				
	Short Range	Long Range	Total	
Category 2	\$5.20	\$41.80	\$47.00	
Category 7	\$45.60	\$133.80	\$179.40	
Category 9	\$6.60	\$23.00	\$29.60	
Category 11	\$6.50	\$19.10	\$25.60	
Total	\$63.90	\$217.70	\$281.60	
Medium Scenario				
	Short Range	Long Range	Total	
Category 2	\$16.40	\$115.80	\$132.20	
Category 7	\$59.70	\$216.90	\$276.60	
Category 9	\$9.50	\$41.60	\$51.10	
Category 11	\$8.50	\$31.40	\$39.90	
Total	\$94.10	\$405.70	\$499.80	
High (Local Option) Scenario				
	Short Range	Long Range	Total	
Category 2	\$36.20	\$115.00	\$151.20	
Category 7	\$84.80	\$440.90	\$525.70	
Category 9	\$15.20	\$91.50	\$106.70	
Category 11	\$11.60	\$64.40	\$76.00	
Total	\$147.80	\$711.80	\$859.60	

¹Short Range: 2019-2028

²Long Range: 2029-2045

2040 MTP Update

Short Range:	Baseline	\$43,415,000
Long Range:	Medium	\$152,449,789
Total:		\$195,864,789

2045 MTP Update

Short Range:	Baseline	\$49,500,000
Long Range:	Medium	\$405,700,000
Total:		\$455,200,000

Option #2: 2040 Scenarios With New Inputs



Baseline

Low

Medium

High (Local Option)

SCENARIO

State Population Growth Rate	Low	Low	Low	High
Fuel Efficiency	Average	High	Average	Low
TxDOT Maintenance Standards by 2035	Current TxDOT Scenario	Current TxDOT Scenario	80% good or better condition	90% good or better condition
Annual Percent Increase in Planning Expenses	Default (1%)	5%	10%	15%
Annual Percent Increase in Build Expenses	Default (1%)	5%	10%	15%
Annual Percent Increase in Maintenance Expenses	Default (1%)	5%	10%	15%
Annual Percent Increase in Use Expenses	Default (1%)	5%	10%	15%
Annual Percent Increase in Manage Expenses	Default (1%)	5%	10%	15%
Annual Percent Increase in cost of other agencies funded by TxDOT	Default (1%)	5%	10%	15%
Annual percent increase in contributions from TxDOT to Comptroller and Retirement	Default (1%)	5%	10%	15%
Annual percent increase in Category 1 Preventative and Routine Maintenance Expenses	Default (1%)	5%	10%	15%
Annual percent increase in Category 6 Bridge Maintenance	Default (1%)	5%	10%	15%

Annual percent increase in Category 7 STP Metro Mobility and Maintenance	Default (1%)	5%	10%	15%
Annual percent increase in Category 8 Federal Safety expenses	Default (1%)	5%	10%	15%
Annual percent increase in Category 9 Federal Enhancement expenses	Default (1%)	5%	10%	15%
Annual percent increase in Category 10 Supplemental Transportation Project expenses	Default (1%)	5%	10%	15%
Annual percent increase in Category 11 District Discretionary funding	Default (1%)	5%	10%	15%
FEDERAL AND STATE OPTIONS				
State Gas Tax	No Increase	\$0.02 increase in 2025 and \$0.05 in 2035	\$0.06 increase in 2025 and 2035	\$0.10 increase in 2025 and 2035.
State Diesel Tax	No Increase	\$0.02 increase in 2025 and \$0.05 in 2035	\$0.06 increase in 2025 and 2035	\$0.10 increase in 2025 and 2035.
Federal Gas Tax	No Increase	\$0.02 increase in 2025 and \$0.05 in 2035	\$0.06 increase in 2025 and 2035	\$0.10 increase in 2025 and 2035.
Federal Diesel Tax	No Increase	\$0.02 increase in 2025 and \$0.05 in 2035	\$0.06 increase in 2025 and 2035	\$0.10 increase in 2025 and 2035.
TX Rate of Return on Federal Funds	Default (85%)	90%	95%	100%
Indexing the Gas Tax to CPI	No	No	Yes in 2035	Yes in 2025
% of State Gas Tax Increase to Transportation	Default (75%)	80%	85%	90%
Vehicle Registration Fees Increase	No Increase	\$5 in 2025	\$15 in 2025	\$25 in 2025

State Vehicle Mile Traveled Tax	No	No	No	\$0.001 per mile in 2025 and 2035 (\$1 per 1,000 mi)
Add New Capacity Dollars	No	No	No	\$5 Billion in 2035
Percent of Revenue Enhancements Spent Maintenance	Default (25%)	30%	35%	40%
LOCAL OPTIONS				
Local Option Gas Tax	None	None	None	\$0.10 increase in 2030
Local Option Diesel Tax	None	None	None	\$0.10 increase in 2030
Local Option Vehicle Registration Fee	None	None	None	\$10 increase in 2030
Local Option Vehicle Mile Traveled Tax	None	None	None	\$0.001 per mile in 2035 (\$1 per 1,000 mi)
Fuel Efficiency Assumption for Local Vehicles	None	None	None	Low
Bonding Options				
General Obligation Bond Amounts ¹				
Revenue Bonds ²				
Revenue (In Millions)				
Baseline				
	Short Range³	Long Range⁴	Total	
Category 2	\$0.00	\$0.00	\$0.00	
Category 7	\$39.20	\$71.90	\$111.10	
Category 9	\$5.00	\$8.70	\$13.70	
Category 11	\$5.30	\$10.20	\$15.50	
Total	\$49.50	\$90.80	\$140.30	
Low Scenario				
	Short Range	Long Range	Total	
Category 2	\$6.00	\$45.70	\$51.70	
Category 7	\$46.90	\$166.80	\$213.70	
Category 9	\$7.00	\$27.00	\$34.00	
Category 11	\$7.40	\$23.80	\$31.20	
Total	\$67.30	\$263.30	\$330.60	

Medium Scenario				
	Short Range	Long Range	Total	
Category 2	\$17.00	\$72.50	\$89.50	
Category 7	\$61.90	\$313.30	\$375.20	
Category 9	\$10.20	\$52.30	\$62.50	
Category 11	\$8.80	\$44.90	\$53.70	
Total	\$97.90	\$483.00	\$580.90	
High (Local Option) Scenario				
	Short Range	Long Range	Total	
Category 2	\$36.20	\$294.00	\$330.20	
Category 7	\$84.80	\$440.90	\$525.70	
Category 9	\$15.20	\$91.50	\$106.70	
Category 11	\$12.10	\$64.40	\$76.50	
Total	\$148.30	\$890.80	\$1,039.10	

¹Texas voters approved Proposition 12, which authorized the issuance of \$5 billion in general obligation bonds in 2007. The first \$2 billion were dedicated in 2010 and \$3 billion were dedicated in 2011. Approximately 544 million were of Proposition 12 bonds were used to reconstruct IH-35 through Bell County.

²In 2003, the Texas Legislature and Texas voters passed House Joint Resolution (H.J.R.) 28, which granted the Commission the authority to authorize TxDOT to issue \$3 billion in bonds backed by the State Highway Fund. A minimum of \$600 million was to be spent on safety improvement projects. The 80th Texas legislature increased the bonding capacity to \$6 billion with a maximum annual issuance of \$1.5 billion. A minimum of \$1.2 billion must be dedicated to safety projects.

³Short Range: 2019-2028

⁴Long Range: 2029-2045

2045 MTP Update

Short Range:	Baseline	\$49,500,000
Long Range:	Medium	\$483,000,000

**Item 11:
2045 Metropolitan
Transportation Plan
Public Workshops**



2045 Metropolitan Transportation Plan (MTP) Public Workshops

In preparation for the 2045 MTP update, KTMPO will host a series of public workshops and comment periods to inform the public of the Plan update and to obtain the public's perspective on regional priorities. Staff have scheduled workshops in 5 different locations across the MPO region during the month of April.

Public Workshop Dates and Times:

- April 10, 2018—Copperas Cove Police Department, 302 E. Ave E. in Copperas Cove at 12:00pm.
- April 10, 2018- Central Texas Council of Governments, 2180 N. Main Street in Belton at 5:00pm.
- April 16, 2018—Temple Public Library, 100 W. Adams Ave. in Temple at 12:00pm.
- April 17, 2018—Killeen Community Center, 2201 E. Veterans Memorial Blvd. in Killeen at 12:00pm.
- April 17, 2018- Harker Heights Activity Center, 400 Indian Trail in Harker Heights at 5:00pm.

Staff plans to present results of public workshops at the May TAC and TPPB meetings.

A tentative MTP Update schedule is provided below:

February 2018	Discuss public workshops; Discuss fiscal constraint (TRENDS model), project submission forms, project scoring process, and project selection process.
March 2018	Discuss project selection, submission and scoring process; Present TRENDS scenarios for fiscal constraints; Update on public workshops schedule.
April 2018	Public Workshops; Present revised project selection, submission, scoring process from March meetings; Recommendation and approval of project selection, submission, and scoring process, if ready. Approval of fiscal constraint option.
May 2018	Presentation of Public Workshop Results; Prepare for Call for Projects.
May 2018	Task Order for Consultant to conduct objective scores.
June 2018	Prepare for Call for Projects.
July 1, 2018	Open Call for Projects.
August 2018	Midpoint review of draft chapters with TAC and Policy Board.
August 31, 2018	Call for Projects submission deadline.

Late Sept/Early Oct	Project Bus Tour.
October 2018	TAC conducts subjective scoring on their own (3– 4 weeks).
November 2018	Presentation of scoring results; Discussion and project prioritization.
January 2019	TAC and Policy Board review of Draft 2045 MTP.
March 2019	Public involvement process for Draft 2045 MTP.
May 2019	Adoption of 2045 MTP.

Action Needed: For discussion only.

Item 12:

Public Input Received through

February 28, 2018



Transportation Planning Policy Board
March 14, 2018

Agenda Item #12

Public Input Received through February 28, 2018

Summary:

KTMPO has been collecting public comments received online, via emails, public hearings, meetings, social media accounts, web maps and other forms of communication. We bring these to the TAC and TPPB on a regular basis to ensure the MPO boards are aware of public concerns and have the opportunity to respond accordingly. No public input was received through February 28, 2018.

Action Needed: For discussion only.

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Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPPO Killeen – Temple Metropolitan Planning Organization	TMA Transportation Management Area
TPPB (KTMPPO) Transportation Planning Policy Board	MAP - 21 Moving Ahead for Progress in the 21 st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPPO) Technical Advisory Committee	SAFETEA – LU Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA U.S. Department of Transportation Federal Highway Administration	MPO Metropolitan Planning Organization
FTA U.S. Department of Transportation Federal Transit Administration	UPWP Unified Planning Work Program
TxDOT Texas Department of Transportation	MTP Metropolitan Transportation Plan
TCEQ Texas Commission on Environmental Quality	TIP Transportation Improvement Program
TTI Texas A&M Transportation Institute	STIP Statewide Transportation Improvement Program
CTCOG Central Texas Council of Governments	STP-MM Surface Transportation Program – Metropolitan Mobility
HCTD or “The HOP” Hill Country Transit District	TAP Transportation Alternatives Program
CTRTAG Central Texas Regional Transportation Advisory Group	UTP Unified Transportation Program
BPAC Bicycle and Pedestrian Advisory Committee	CMAQ Congestion Mitigation and Air Quality Improvement Program
	UA or UZA Urbanized Area
	EJ or “Title VI” Environmental Justice
	CMP Congestion Management Process
	ITS Intelligent Transportation Systems
	NAAQS National Ambient Air Quality Standards

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